Distr.
GENERAL

UNCTAD/LDC/97*
13 March 1995

ENGLISH ONLY

UNITED NATIONS CONFERENCE ON TRADE AND DEVELOPMENT

SELECTED BASIC TRANSPORT INDICATORS IN THE LAND-LOCKED DEVELOPING COUNTRIES

Prepared by the UNCTAD secretariat

The UNCTAD secretariat has prepared fact sheets for each of the developing land-locked countries as a background document for the Symposium for Land-locked and Transit Developing Countries, which is being convened pursuant to paragraph 12 of General Assembly resolution 48/169. These fact sheets provide basic data and general information on key socio-economic questions; main trading fields; principal transit routes and ports; infrastructure constraints and procedural and operational aspects of transit transport; and regulatory frameworks and regional institutions relating to transit transport.

---

* Reissued for technical reasons.

GE.95-50737

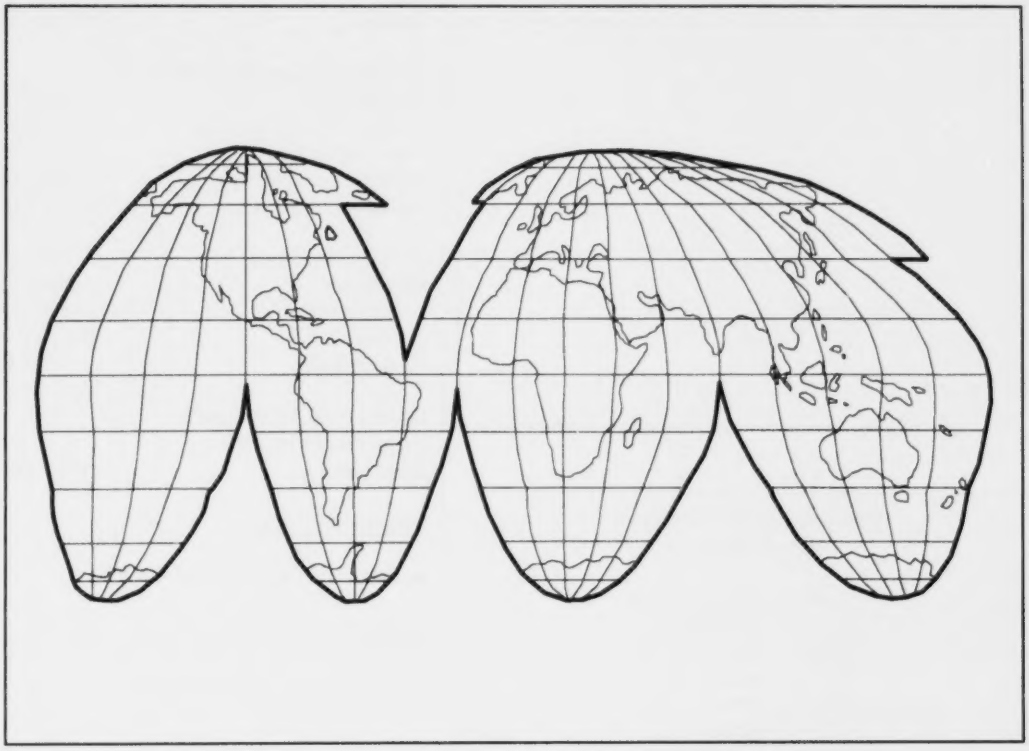
CONTENTS

	Page
East - Central Africa	3 - 11
Burundi	4 - 5
Ethiopia	6 - 7
Rwanda	8 - 9
Uganda	10 - 11
West - Central Africa	12 - 22
Burkina Faso	13 - 14
Central African Republic	15 - 16
Chad	17 - 18
Mali	19 - 20
Niger	21 - 22
Southern Africa	23 - 35
Botswana	24 - 25
Lesotho	26 - 27
Malawi	28 - 29
Swaziland	30 - 31
Zambia	32 - 33
Zimbabwe	34 - 35
Asia	36 - 46
Afghanistan	37 - 38
Bhutan	39 - 40
Lao People's Democratic Republic	41 - 42
Mongolia	43 - 44
Nepal	45 - 46
CIS States	47 - 59
Armenia	48
Azerbaijan	49
Kazakhstan	50 - 51
Kyrgyzstan	52 - 53
Tajikistan	54 - 55
Turkmenistan	56 - 57
Uzbekistan	58 - 59
Latin America	60 - 64
Bolivia	61 - 62
Paraguay	63 - 64

Abbreviations

1965 Transit Convention:	Convention on Transit Trade of Land-locked Countries, 1965
GATT:	General Agreement on Tariffs and Trade
Kyoto Convention:	International Convention on the simplification and harmonization of Customs procedures
Warsaw Convention:	Convention for the Unification of certain rules relating to international carriage by air
Hamburg Rules:	United Nations Convention on the Carriage of Goods by Sea, 1978
1968 Road Traffic Convention:	Convention on Road Traffic, 1968
TIR Convention:	Customs Convention on the international transport of goods under cover of TIR carnets
TRI Convention	Convention regulating inter-State road transportation
TRIE Convention	Convention relating to inter-State road transit of goods

REGIONAL PROFILE	EAST CENTRAL AFRICA



LAND LOCKED COUNTRIES	TRANSIT COUNTRIES
Burundi Ethiopia Rwanda Uganda	Kenya (Burundi, Rwanda, Uganda) Tanzania (Burundi, Rwanda, Uganda) Eritrea (Ethiopia) Limited use of transit through Southern Africa via Zambia and lake ferry Note: Uganda is also a transit country for Rwanda and Burundi, which are also transit countries for each other depending on route selected to ports.

SELECTED REGIONAL GROUPINGS

CEPGL	Communauté économique des pays des Grand Lacs (Burundi, Rwanda, Zaire)
KBO	Kagera River Basin Organization (Burundi, Rwanda, Uganda, United Republic of Tanzania)
NCTA	Northern Corridor Transit Agreement (Burundi, Kenya, Rwanda, Uganda, Zaire)
COMESA	Common Market for Eastern and Southern Africa (formerly PTA: Preferential Trade Area) (Burundi, Comoros, Eritrea, Ethiopia, Kenya, Malawi, Mauritius, Rwanda, Sudan, United Republic of Tanzania, Uganda, Zambia, Zaire)

LAND-LOCKED COUNTRY PROFILE

BURUNDI

MAP*

Size:	27 834 sq.km
Population:	5.8 mn (1992)
KEY SOCIO-ECONOMIC INDICATORS	
Per capita GNP:	$210 (1990)
Growth in p.c. GNP (av p.a.):	-0.1% (1980-90)
Export value per capita	$10 (1992)
Import value per capita	$39 (1992)
Population growth p.a.:	2.1% (1960-90)
Women in labour force:	53% (1990)
Adult literacy:	50% (1990)
Infant mortality:	108/thou births (1992)
Life expectancy:	48.5 yrs (1990)
Rural population:	94% (1992)
Distance to the sea (shortest & longest from principal towns to main ports):	1 455-1 850 km

Main economic sector

Agriculture including mainly coffee and tea

Special characteristics

Transit country for Rwanda and Zaire

PRINCIPAL TRADING FEATURES
(% by value)

REGIONS

Exports	(1992)	Imports	(1991)
W Europe	73.3	W Europe	42.7
N America	12.0	Asia	15.2
Africa	9.3	Africa	11.9
Asia	2.6	Japan	8.4
Japan	1.3	Other	21.8
Other	1.5		

COMMODITIES

Exports	(1991)	Imports	(1985)
Food items	27.6	Food items	16.0
Ag raw mats	42.4	Fuels	17.7
Manuf goods	10.7	Machinery & equip	28.2
Other	19.3	Other manuf goods	33.3
		Other	4.8

Primarily coffee, tea, hides and skins

COMPARATIVE IMPORTANCE OF PRINCIPAL TRANSIT ROUTES AND PORTS

Route	Distance (to Bujumbura)	Imports	Exports	By tonnage 1993 of which
From Dar es Salaam, Tanzania:				
Road	1 800 km	29%	20%	(14% fuels)
Water/Rail	1 455 km: lake ferry to Kigoma, then rail (1 254 km)	58%	80%	(36% fuels)
From Mombasa, Kenya:				
Road	2 022 km via Uganda similar via N. Tanzania	13%	0	(33% fuels)
Road/Rail	1 850 km via Uganda (not used since 1990)	0	0	

* The maps of the countries are reproduced from PC Globe (Copyright 1992 Broderbund Software, Inc.)

BURUNDI (cont.)

INFRASTRUCTURE FACILITIES

Road (6 285 km : 17.5% paved)
- Tanzanian roads generally poor, especially in rainy season, but will be improved by Integrated Roads Project. The main corridor has been rehabilitated and is being maintained. Near Burundi border, 80 km unpaved and maintained by Burundi.

Railways (0 km inside Burundi)
- Uganda: Kampala-Kasese line too weak for transit traffic (which stopped in 1970s).
- Kenya Railway Corporation suffers from shortage of locos (both mainline and for shunting at Mombasa), old track, inadequate workshops, low level of wagon availability
- Tanzanian Railway Corporation also has low level of loco availability (1993 : 50% mainline, 42% for shunters)
- Rail via lake ferry speeded up by new port at Port Bell, Uganda.

Inland waterways
- Lake Victoria : There is no inland waterway transport agreement on Lake Victoria thus no co-operation in developing facilities.
- Tanzania: Kigoma lake port has been rehabilitated and re-equipped.

PROCEDURAL AND OPERATIONAL ASPECTS OF TRANSIT TRANSPORT

Central customs clearing in Bujumbura.

Serious delays due to customs procedures, documentation problems, high transit charges and strict transit regulations on all routes.

Kenya:
- Transit goods licence needed for road transit of Kenya ($200 for 30 days or per entry) and customs bond, also tolls on trucks; Police escort needed for 'high risk' goods (KSh 30/hour) including between Mombasa and railhead at Manakani (few km).
- No transit office in customs at Mombasa. Port has restricted opening hours.

Uganda:
- Customs transit licence needed ($200/month for foreign trucks).
- Vehicles are sealed for transit and must use approved routes with reporting stations.

Tanzania:
- Port handling charges $9/T at Kigoma
- Transit goods licence needed; border charges
- Transit procedures easier than via Kenya
- Road levy on fuel towards road fund

REGULATORY FRAMEWORK FOR TRANSIT TRANSPORT

PTA countries have a Treaty covering road vehicle standards. Also PTA has harmonised transit charges ($8/100 km for 3+ axle HGV's and $3/100 km for 2-3 axle trucks) but Tanzania is implementing full cost recovery charges double those.

Northern Corridor Transit Agreement (1985) governs technical requirements for road vehicles through Uganda and Kenya and covers port facilities, transit routes and facilities, customs control, documentation and procedures, transit by rail and road, handling of dangerous goods, facilities for transit agencies and vehicle insurance

Kenya axle load limits (legislated 1991) not yet implemented.

Tanzanian axle load restrictions are in force with weighbridge at Dar es Salaam.

Transit routes and procedures through Tanzania and in the port of Dar-es-Salaam are based on Belbase Convention of 1921, with subsequent amendments.

Burundi is a signatory to:
- 1965 Transit Convention
- GATT
- Kyoto Convention

REGIONAL INSTITUTIONS AFFECTING TRADE AND TRANSIT TRANSPORT

Northern Corridor Transit Agreement

COMESA

CEPGL

KBO

LAND-LOCKED COUNTRY PROFILE*

ETHIOPIA

Size:	1 101 000 sq.km
Population:	53.4 mn (1991)

PRINCIPAL TRADING FEATURES:
(% by value)

REGIONS

Exports	(1991)	Imports	(1991)
W Europe	59.8	W Europe	41.8
N America	4.6	N America	14.3
Japan	20.4	Japan	9.6
Africa	4.4	Asia	18.4
Asia	9.4	Africa	9.5
Other	1.4	Other	6.4

COMMODITIES

Exports	(1991)	Imports	(1991)
Food items	76.5	Fuels	10.6
Ag raw mats	18.6	Chemicals	15.4
Other	4.9	Machinery & equip	44.4
		Other manuf goods	22.6
		Other	7.0

Primarily coffee, hides and skins, ag produce and livestock

KEY SOCIO-ECONOMIC INDICATORS

Per capita GNP:	$120 (1990)
Growth in p.c. GNP (av p.a.):	-1.2% (1980-90)
Export value per capita	$ 3 (1992)
Import value per capita	$ 9 (1992)
Population growth p.a.:	2.4% (1960-90)
Women in labour force:	42% (1990)
Adult literacy:	55% (1990)
Infant mortality:	123/thou births (1992)
Life expectancy:	45.5 yrs (1990)
Rural population:	87% (1992)

Main economic sectors

Agriculture including mainly coffee, fruit and vegetables, pulses, essential oils and live stock.

Special characteristics

Periodic droughts.
Newly land-locked, with Independence of Eritrea 1993.
N.B. All data pre-1993 include Eritrea.

COMPARATIVE IMPORTANCE OF PRINCIPAL TRANSIT ROUTES AND PORTS

Route	Distance		Percent share overall	
Road	From Addis Ababa to Asab, Eritrea		83%	by tonnage
	From N Ethiopia to Massawa, Eritrea	(Not much used)		
Rail	From Addis Ababa to Djibouti	Mainly imports	17%	by tonnage

Air freight is important.

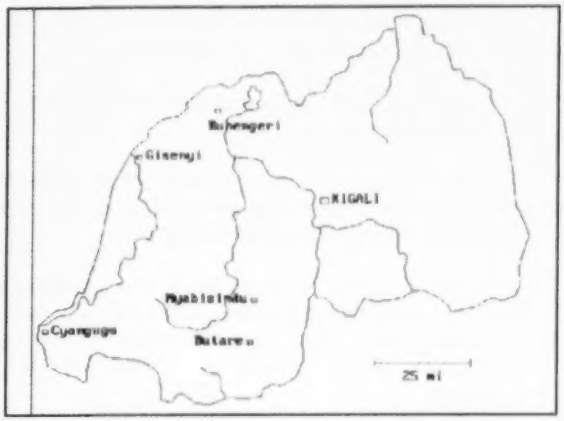
* available maps of Ethiopia include Eritrea, which became independent in 1993

ETHIOPIA (cont.)	
INFRASTRUCTURE FACILITIES Road (28,000 km: 15% paved) Roads internally and to port of Asab in a poor state following conflict damage and associated lack of maintenance Road to Djibouti unpaved for long sections between Dire Dawa and Djibouti border. Railways Ethio-Djibouti railway inside Ethiopia is in a poor state following conflict, lack of maintenance and ageing structures. Low availability of locos & stock. Airports Lack of cold storage at Addis Ababa airport for fruit/ vegetables/flower exports. Inland (dry) ports Planned for Addis Ababa with private funds.	PROCEDURAL AND OPERATIONAL ASPECTS OF TRANSIT TRANSPORT General lack of security on road (and to lesser extent rail) routes within Ethiopia. Road haulage sector is being privatised and deregulated with formerly centralised booking system now devolved to many small unions of individual and fleet operators. The road haulage industry has recently been deregulated and the formerly state-run centres for matching trucks to loads are being closed. Low truck availability has been improved by provision of foreign exchange for new vehicles and spare parts. Conflict affected - newly land-locked Drought affected Port of Asab now working efficiently although not equipped for container handling Port of Djibouti has good container handling equipment
REGULATORY FRAMEWORK FOR TRANSIT TRANSPORT Preferential Trade Agreement (PTA) in Article 19 and Protocol V grants transit rights, harmonises customs regulations and procedures, and elaborates on the establishment of a uniform regional transit regime. PTA also harmonized transit charges. Ethiopia is a signatory to: Warsaw Convention GATT	REGIONAL INSTITUTIONS AFFECTING TRADE AND TRANSIT TRANSPORT COMESA

LAND-LOCKED COUNTRY PROFILE

RWANDA

MAP



Size:	25 000 sq.km
Population:	7.5 mn (1992)
KEY SOCIO-ECONOMIC INDICATORS	
Per capita GNP:	$310 (1990)
Growth in p.c. GNP (av p.a.):	-2.2% (1980-90)
Export value per capita	$9 (1992)
Import value per capita	$38 (1992)
Population growth p.a.:	3.1% (1960-90)
Women in labour force:	48% (1990)
Adult literacy:	50% (1990)
Infant mortality:	131/thou births (1992)
Life expectancy:	49.5 yrs (1990)
Rural population:	94% (1992)
Distance to the sea:	1 750 km

Main economic sectors

Agriculture including mainly coffee and tea.

Special characteristics

Transit country for Burundi and Zaire

PRINCIPAL TRADING FEATURES:
(% by value)

REGIONS

Exports	(1991)	Imports	(1991)
W Europe	75.7	W Europe	41.1
N America	6.3	Africa	23.3
Asia	4.6	Japan	6.3
Soc. Asia	4.4	Asia	11.7
Africa	2.3	Soc. Asia	2.5
Other	6.7	Other	15.1

COMMODITIES

Exports	(1990)	Imports	(1980)
Food items	69.2	Food items	12.4
Agr raw material	9.1	Fuels	12.5
Other	21.7	Machinery & equipment	25.4
		Other manuf goods	37.7
		Other	12.0

Primarily coffee, tea, hides and skins

COMPARATIVE IMPORTANCE OF PRINCIPAL TRANSIT ROUTES AND PORTS

Route	Distance (from Kigali)	Imports	Exports	By tonnage 1993 of which:
To Dar es Salaam, Tanzania:				
Road	1 530 km	42%	0	(23% fuels)
Road/Water/Rail	Road to Bujumbura, Burundi (277 km)			
1 705 km	Lake ferry to Kigoma, Tanzania			
	(175 km), then rail (1 253 km)	26%	0	(25% fuels)
To Mombasa, Kenya:				
Road	1 740 km via Uganda	32%	100%	(70% fuels)
	about same via N. Tanzania			
Road/Rail	Via Kampala, Uganda			
1 925 km	(not used since 1990)	0	0	
To Isaka railhead, Tanzania:				
Road/Rail	330 km from Rwanda/Tanzania border			

RWANDA (cont.)

INFRASTRUCTURE FACILITIES

Road (13 173 km : 9.0% paved)
- Tanzanian roads generally poor, especially in rainy season, but will be improved by Integrated Roads Project. The main corridor has been rehabilitated and is being maintained. Near Burundi border, 80 km unpaved and maintained by Burundi.

Railways (0 km inside Rwanda)
- Uganda: Kampala-Kasese line too weak for transit traffic (which stopped in 1970s).
- Kenya Railway Corporation suffers from shortage of locos (both mainline and for shunting at Mombasa), old track, inadequate workshops, low level of wagon availability
- Tanzanian Railway Corporation also has low level of loco availability (1993 : 50% mainline, 42% for shunters)
- Rail via lake ferry speeded up by new port at Port Bell, Uganda.

Inland waterways
- No inland waterway transport agreement on Lake Victoria thus no cooperation in developing facilities.
- Tanzania: Kigoma lake port has been rehabilitated and re-equipped.

PROCEDURAL AND OPERATIONAL ASPECTS OF TRANSIT TRANSPORT

Serious delays due to customs procedures, documentation problems, high transit charges and strict transit regulations on all routes.

Kenya:
- Transit goods licence needed for road transit of Kenya ($200 for 30 days or per entry) and customs bond, also tolls on trucks; Police escort needed for 'high risk' goods (KSh 30/hour) including between Mombasa and railhead at Mariakani (few km).
- No transit office in customs at Mombasa. Port has restricted opening hours.

Uganda:
- Customs transit licence needed ($200/month for foreign trucks).
- Vehicles are sealed for transit and must use approved routes with reporting stations.

Tanzania:
- Port handling charges $9/T at Kigoma
- Transit goods licence needed; border charges
- Transit procedures easier than via Kenya
- Road levy on fuel towards road fund

REGULATORY FRAMEWORK FOR TRANSIT TRANSPORT

Transit charges and border charges apply to transit through Rwanda.

Provisions of the Northern Corridor Transit Agreement

PTA countries have a Treaty covering road vehicle standards. PTA has harmonised transit charges ($8/100 km for 3+ axle HGV's and $3/100 km for 2-3 axle trucks) but Tanzania is implementing full cost recovery charges double that.

Transit routes and procedures through Tanzania are based on Belbase Convention of 1921, with subsequent amendments.

Tanzania: Axle load restrictions are in force with weighbridge at Dar es Salaam.

Rwanda is a signatory to:
- 1965 Transit Convention
- GATT
- Kyoto Convention
- Warsaw Convention

REGIONAL INSTITUTIONS AFFECTING TRADE AND TRANSIT TRANSPORT

Northern Corridor Transit Agreement

COMESA

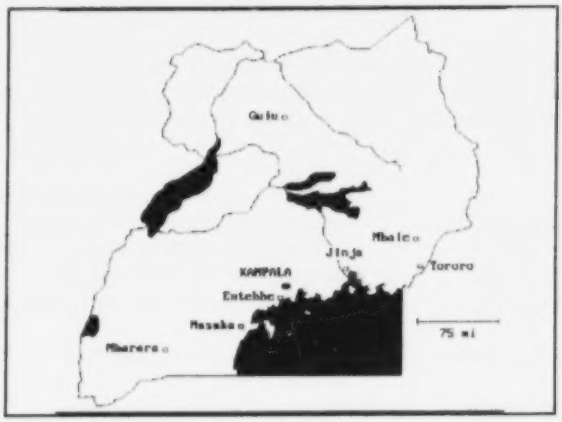
CEPGL

KBO

LAND-LOCKED COUNTRY PROFILE

UGANDA

MAP



Size:	236 000 sq.km
Population:	18.6 mn (mid-1992)

KEY SOCIO-ECONOMIC INDICATORS

Per capita GNP:	$170 (1992)
Growth in p.c. GNP (av p.a.):	-0.8% (1980-90)
Export value per capita	$9 (1992)
Import value per capita	$6 (1992)
Population growth p.a.:	2.6% (1980-92)
Women in labour force:	41% (1990)
Adult literacy:	48% (1990)
Infant mortality:	111/thou births (1992)
Life expectancy:	43 yrs (1990)
Rural population:	88% (1992)
Distance to the sea:	1 450 km

Main economic sectors

Agriculture incl. cash cropping of coffee for export; livestock.

Special characteristics

Transit country for Burundi, Rwanda and Zaire. Affected by past conflict and internal strife.

PRINCIPAL TRADING FEATURES:
(% by value)

REGIONS

Exports	(1991)	Imports	(1991)
W Europe	76.3	W Europe	44.0
N America	10.8	Japan	9.4
Japan	3.5	Asia	14.3
Africa	7.5	Africa	23.9
Other	1.9	Other	8.4

COMMODITIES

Exports	(1991)	Imports	(1980)
Food items	90.4	Fuels	29.6
Ag raw mats	9.1	Machinery & equipment	26.8
Other	0.5	Other manuf goods	33.6
		Other	10.0

Primarily coffee, cotton, sesame seeds

COMPARATIVE IMPORTANCE OF PRINCIPAL TRANSIT ROUTES AND PORTS

Route	Distance	Percent share Imports	Exports	By tonnage 1993 of which
From Mombasa, Kenya:				
Road	1 149 km	76%	13%	(43% fuels)
Rail	1 336 km	11%	75%	(40% fuels)
From Dar es Salaam, Tanzania:				
Rail/Lake/Rail 1 672 km	Kampala (91 km) -Jinja/Port Bell - lake ferry (352 km) to Mwanza - 1 299 km of rail to Dar es Salaam	13%	13%	(100% fuels)
Road		0	0	

- Air freighting is beginning on a small scale for exports of agricultural produce and fish.
- Oil pipeline Mombasa - Kisumu in Kenya to be used for oil supplies, with new rail sidings under construction.

UGANDA (cont.)

INFRASTRUCTURE FACILITIES

Road (27 000 km : 6.7% paved)
- Tanzanian roads generally poor, especially in rainy season, but will be improved by Integrated Roads Project. The main corridor has been rehabilitated and is being maintained.

Railways (1 100 km)
- Kenya: Some weight restrictions on spur to Kisumu port. Lack of locos (both mainline and for shunting at Mombasa), old track, inadequate workshops, low level of wagon availability, all cause delays, but improved by hiring URC locos. Block trains 3/week to Kampala.
- Use of ICDs in Kisumu or Eldoret may lead to improved transit times.
- Tanzania: Railway has low level of loco availability (1993 : 50% mainline, 42% for shunters)

Airports
Lack of cold storage at Entebbe for exports of ag. produce and fish. Airport needs rehabilitation of runway, apron, nav. aids, etc. Taxiway to cargo area too weak for B747.

Inland (dry) ports
Central customs clearing in Kampala not yet a full ICD.

Inland waterways
There is no inland waterway transport agreement on Lake Victoria thus no cooperation in developing facilities.

PROCEDURAL AND OPERATIONAL ASPECTS OF TRANSIT TRANSPORT

Serious delays due to customs procedures, documentation problems, high transit charges and strict transit regulations on all routes, despite an agreement for goods by road that only one customs inspection takes place at the Kenya/Uganda border points.

Railway corporation (URC) has greater autonomy to compete with trucking services. Previous monopoly for Government coffee exports has ended.

Kenya:
- Transit goods licence needed for road transit ($200 for 30 days or per entry) and customs bond, also tolls on trucks.
- No transit office in customs at Mombasa.
- Port has restricted opening hours.
- Police escort needed for 'high risk' goods (Ksh 30/hour) including between Mombasa and railhead at Mariakani (few km).

Tanzania:
- Port handling charges $9/T at Kigoma.
- Transit goods licence needed, also border charges and road levy on all fuel (toward road maintenance funds).
- Transit procedures generally easier than on the Northern Corridor via Kenya.

REGULATORY FRAMEWORK FOR TRANSIT TRANSPORT

- PTA Agreement grants transit rights, harmonises customs regulations/procedures, and deals with the establishment of a uniform regional transit regime.
- Northern Corridor Transit Agreement (1985), governs technical requirements for road vehicles through Uganda & Kenya and covers port facilities, transit routes and facilities, customs control, documentation and procedures, transit by rail and road, handling of dangerous goods, facilities for transit agencies and vehicle insurance.
- Kenya axle load limits (leg. 1991) not yet implemented.
- East African Cooperation Treaty (1993) between Uganda, Kenya and Tanzania should lead to closer cooperation on removal of non-physical barriers to transit transport.
- Exemption from customs security for transit through Tanzania in an extension to Belbase Convention of 1921, although high risk goods now require a bond.
- Rail ferries on Lake Victoria sail two Ugandan ferries : one Kenyan ferry.
- Uganda is signatory to: GATT
  Kyoto Convention
  Warsaw Convention
  Hamburg Rules, 1978

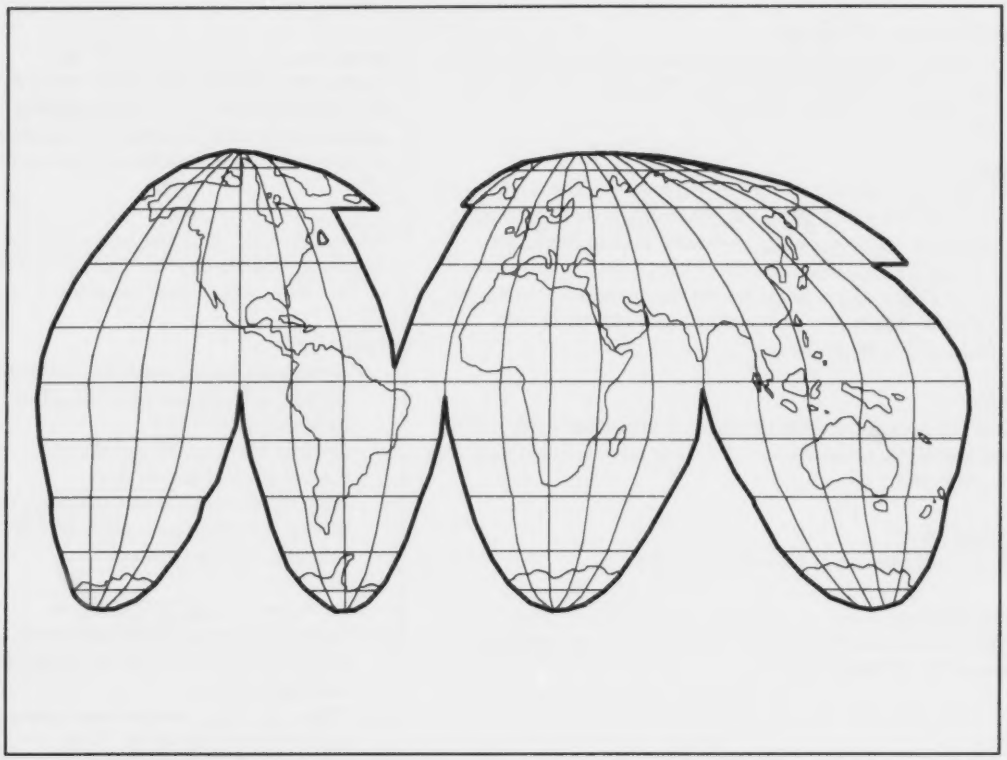
REGIONAL INSTITUTIONS AFFECTING TRADE AND TRANSIT TRANSPORT

Northern Corridor Transit Agreement

COMESA

KBO

REGIONAL PROFILE	WEST CENTRAL AFRICA



LAND LOCKED COUNTRIES	TRANSIT COUNTRIES
Burkina Faso	Benin
Central African Republic (CAR)	Cameroon
Chad	Congo
Mali	Côte d'Ivoire
Niger	Ghana
	Nigeria
	Senegal
	Togo

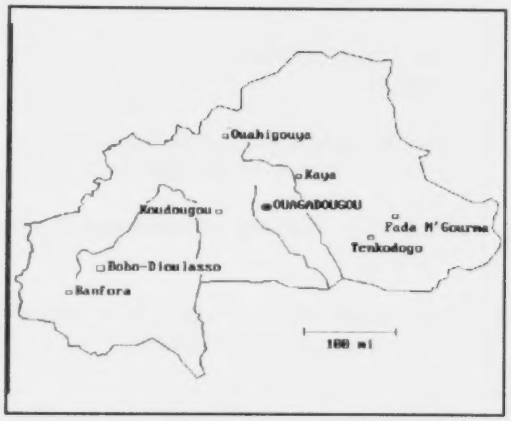
SELECTED REGIONAL GROUPINGS

CEAO	Communauté économique de l'Afrique de l'Ouest (Free trade area with common currency) (Benin, Burkina Faso, Côte d'Ivoire, Mali, Niger, Senegal, Togo)
ECOWAS	Economic Community of West African States (Benin, Burkina Faso, Cape Verde, Côte d'Ivoire, Gambia, Ghana, Guinea, Guinea Bissau, Liberia, Mali, Mauritania Niger, Nigeria, Senegal, Sierra Leone, Togo)
UDEAC	Union douanière et économique de l'Afrique centrale (Customs Union with common currency). (Cameroon, Central African Republic, Chad, Congo, Equatorial Guinea, Gabon)
MINCOMAR	Ministerial Conference of West and Central African States on Maritime Transport (ECOWAS, UDEAC members and Zaire)

LAND-LOCKED COUNTRY PROFILE

BURKINA FASO

MAP



Size:	274 000 sq.km
Population:	9.5 mn (1992)
KEY SOCIO-ECONOMIC INDICATORS	
Per capita GNP:	$330 (1990)
Growth in p.c. GNP (av p.a.):	1.4% (1980-90)
Export value per capita	$15 (1992)
Import value per capita	$49 (1992)
Population growth p.a.:	2.4% (1960-90)
Women in labour force:	49% (1990)
Adult literacy:	18% (1990)
Infant mortality:	101/thou births (1992)
Life expectancy:	48.2 yrs (1990)
Rural population:	83% (1992)
Distance to the sea (shortest & longest from principal towns to main ports):	900-1 210 km

Main economic sectors

Agriculture, esp. cotton, livestock, hides & skins, cotton fibre

Special characteristics

- Sparsely populated
- Desert
- Transit country for Mali

PRINCIPAL TRADING FEATURES:
(% by value)

REGIONS

Exports	(1992)	Imports	(1991)
W. Europe	46.2	W Europe	48.0
Africa	33.7	Africa	30.2
Japan	4.7	Japan	4.1
Asia	14.8	Asia	8.3
N. America	0.6	N America	5.7
		Other	3.7

COMMODITIES

Exports	(1990)	Imports	(1983)
Food items	27.5	Food items	25.5
Ag. raw mats.	42.0	Machinery & equip	23.7
Manuf. goods	11.0	Fuels	17.1
Other	19.5	Other manuf. goods	30.4
		Other	3.3

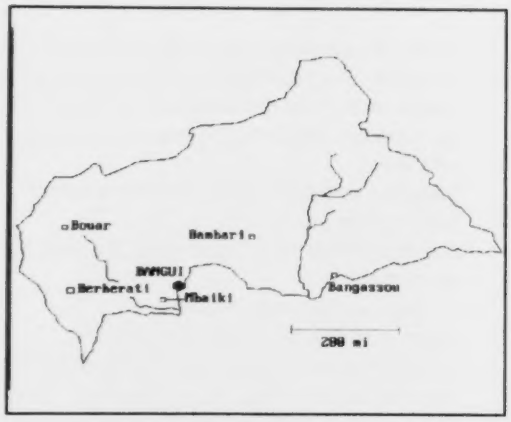
COMPARATIVE IMPORTANCE OF PRINCIPAL TRANSIT ROUTES AND PORTS

Route and distance (from Ougadougou)		Percent share	
Road	Via Bobo-Dioulasso to Abidjan. 1176 km	25%	by tonnage
Rail	To Abidjan 1154 km	25%	by tonnage
Road	To Lomé, Togo 990 km	40%	by tonnage

BURKINA FASO (cont.)	
INFRASTRUCTURE FACILITIES Road (11 231 km : 12.0% paved) Railways (504 km) - Wagons often immobilised for repair esp. in Abidjan Port - Lomé efficient and Burkina has own duty free area Inland (dry) ports - At Ougadougou and Bobo-Dioulasso	PROCEDURAL AND OPERATIONAL ASPECTS OF TRANSIT TRANSPORT - New customs procedures with Togo have reduced transit time - Complex, costly and time consuming customs procedures on route through Côte d'Ivoire - Many police checkpoints on route through Côte d'Ivoire - Conseil Burkinabé des Chargeurs is the transporters' council dealing with shipping availability and distribution of cargo
REGULATORY FRAMEWORK FOR TRANSIT TRANSPORT - Bilateral TRIE agreement on road haulage with Côte d'Ivoire (1975), Togo (1984), Benin (1984), Ghana (1968) and Mali. All determine routes, freight allocations, axle loads and documentation requirements. - 1960 railway agreement between Burkinabé and Côte d'Ivoire railways allows for a single document for goods in transit. - Bilateral port agreements with Benin, Côte d'Ivoire and Togo - Burkin Faso is a signatory to: - 1965 Transit Convention - GATT - Warsaw Convention - Hamburg Rules 1978	REGIONAL INSTITUTIONS AFFECTING TRADE AND TRANSIT TRANSPORT ECOWAS MINCONMAR CEAO

LAND-LOCKED COUNTRY PROFILE

MAP



CENTRAL AFRICAN REPUBLIC (CAR)

Size:	623 000 sq.km
Population:	3.2 mn (1992)

KEY SOCIO-ECONOMIC INDICATORS

Per capita GNP:	$390 (1990)
Growth in p.c. GNP (av p.a.):	-1.3% (1980-90)
Export value per capita	$36 (1992)
Import value per capita	$50 (1992)
Population growth p.a.:	2.3% (1960-90)
Women in labour force:	46% (1990)
Adult literacy:	38% (1990)
Infant mortality:	105/thou births (1992)
Life expectancy:	49.5 yrs (1990)
Rural population:	52% (1992)
Distance to the sea (shortest & longest from principal towns to main ports):	1 400-1 815 km

Main economic sectors

Agriculture, esp. wood, coffee, cotton,

Special characteristics

- Large
- Sparsely populated
- Transit country for Chad

PRINCIPAL TRADING FEATURES:
(% by value)

REGIONS

Exports	(1990)	Imports	(1991)
W Europe	94.1	W Europe	35.9
Africa	3.6	America	19.9
Asia	0.8	Africa	9.8
N America	0.6	Japan	3.8
Other	0.9	Asia	2.8
		Other	27.8

COMMODITIES

Exports	(1990)	Imports	(1980)
Food items	17.3	Food items	20.9
Ag raw mats	27.6	Machinery & equip	33.9
Manuf goods	48.2	Chemical products	11.8
Other	6.9	Other manuf goods	28.9
		Other	4.5

COMPARATIVE IMPORTANCE OF PRINCIPAL TRANSIT ROUTES AND PORTS

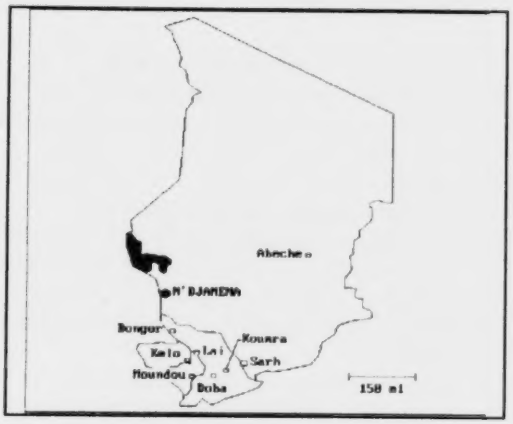
Route and Distance (from Bangui)		Percent share
Road/Rail 1 802 km	Via railhead at Ngaoundéré (Cameroon), to Douala (Cameroon)	15% of total (mainly imports)
Road 1 798 km	To Douala, (Cameroon)	85% of total incl. cotton exports
River/Rail 1 710 km	Via Brazzaville (Congo), to Pointe Noire (Congo)	Imports of bulk, low value goods/Export of logs - Use rapidly declining
River/Rail	Via Kinshasa to Matadi (Zaire)	Limited use for imports of petroleum, flour, sugar & salt; exports of logs, sawn wood & coffee, but may grow as Congo corridor diminishes

CENTRAL AFRICAN REPUBLIC (CAR) (cont.)	
INFRASTRUCTURE FACILITIES Road (23 738 km : 1.8% paved) - Roads in Cameroon generally in good condition Port - CAR has reserved storage space at Douala - Limited draft in access channel at Douala restricts loads of large vessels Inland (dry) ports - Feasibility studies are taking place to select sites in Cameroon for benefit of CAR and Chad	PROCEDURAL AND OPERATIONAL ASPECTS OF TRANSIT TRANSPORT - Truck rates were lower than truck/rail rates to Douala, but railway now offers better service and lower rates - Cameroonian trucks could take 60% of transit freight but in practice only carry 40% because of shortage of vehicles - Cameroon sometimes insists on escort to border - Many checkpoints - Customs bottlenecks at Douala generally cause two weeks delay - Shortage of rolling stock in Congo - Congo route slow (2.5 months), compared to Cameroon routes (6 weeks), but cheaper since river rates are low; these may not be maintained. Choice of river routes vs surface routes is dependent *inter alia* on commodity prices. - Bureau d'Affrètement Routier (BARC) regulates road freight tariff - Shippers Council (Conseil des Chargeurs Centrafricain) - handles maritime traffic issues - Société Centrafricaine des Transports Fluviaux (SOCATRAF) - deals with river traffic
REGULATORY FRAMEWORK FOR TRANSIT TRANSPORT - Agreement with Cameroon (1989) envisages that certain goods will be carried by rail, including logs and sawn wood; this is less economical for logging industry because of losses at transhipment point. - UDEAC arrangements improve common external tariff. CAR transit goods are exempted from duties at Douala and Pointe-Noire. - Multilateral road haulage agreement (1984) between Cameroon, Congo, Equatorial Guinea and the CAR, within framework of UDEAC Customs Union, sets routes, harmonises traffic regulations and allows mutual recognition of driving licences; no State has, however, yet ratified it. - CAR is a signatory to: - 1965 Transit Convention - GATT - 1968 Road Traffic Convention	REGIONAL INSTITUTIONS AFFECTING TRADE AND TRANSIT TRANSPORT UDEAC

LAND-LOCKED COUNTRY PROFILE

CHAD

MAP



Size:	1 284 000 sq.km
Population:	5.8 mn (1992)
KEY SOCIO-ECONOMIC INDICATORS	
Per capita GNP:	$180 (1990)
Growth in p.c. GNP (av p.a.):	3.3% (1980-90)
Export value per capita	$30 (1992)
Import value per capita	$98 (1992)
Population growth p.a.:	2.0% (1960-90)
Women in labour force:	17% (1990)
Adult literacy:	33% (1990)
Infant mortality:	123/thou births (1992)
Life expectancy:	46.5 yrs (1990)
Rural population:	66% (1992)
Distance to the sea (shortest & longest from principal towns to main ports):	1 715-2 015 km

Main economic sectors

Agriculture, esp. cotton, livestock, manufacture of cotton products. Potential for oil production.

Special characteristics

- Large
- Sparsely populated
- Desert
- Isolated
- Conflict affected
- High import levels (51% of GDP) and 64% of imports are transit

PRINCIPAL TRADING FEATURES:
(% by value)

REGIONS

Exports	(1991)	Imports	(1991)
W Europe	60.9	W Europe	72.4
Africa	6.0	Africa	11.5
Soc. Asia	12.6	N America	10.3
Japan	9.9	Japan	3.1
Asia	9.6	Asia	2.3
Other	1.0	Other	0.4

COMMODITIES

Exports	(1989)	Imports	(1975)
Food items	44.6	Food items	14.5
Ag raw mats	45.9	Fuels	14.2
Manuf goods	9.0	Machinery & equip	28.8
Other	0.5	Chemical products	16.4
		Other manuf goods	23.6
Mainly cotton products incl. cottonseed oil		Other	2.5

COMPARATIVE IMPORTANCE OF PRINCIPAL TRANSIT ROUTES AND PORTS

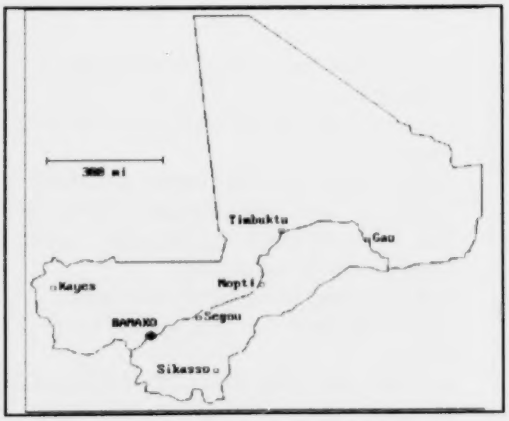
Route and distance (from N'Djamena)		Percent share	
		Imports	Exports
Road/Rail, 1 725 km	Via Ngaoundéré, (Cameroon) to Douala, (Cameroon)	90% (non-containerised) 73% (containerised)	100%
Road 1 980 km	To Douala, (Cameroon)	27% (containerised)	
Road	Via Cameroon to Port Harcourt, (Nigeria)		

CHAD (cont.)	
INFRASTRUCTURE FACILITIES Road (27 000 km : 1.4% paved) - Roads in Chad (N'Djamena-Kousseri) are poor (affecting internal distribution) but roads in Cameroon (17 km from N'Djamena) are usable all year and road on Nigerian corridor also generally good. - Alternative route Chad-Nigeria through Niger (around Lake Chad) under construction. Railways (0 km inside Chad) - Douala-Ngaoundéré is single track Port - Limited draft in access channel at Douala restricts loads of large vessels Inland (dry) ports - Feasibility studies are taking place to select sites in Cameroon for benefit of CAR and Chad Airports - International airport: N'Djamena. Few domestic airports are operational. Inland waterways (domestic use only): - Rivers and Lake Chad affected by erratic rainfall.	PROCEDURAL AND OPERATIONAL ASPECTS OF TRANSIT TRANSPORT - On Nigerian corridor, 90-95% of Chadian commodities carried by Nigerian hauliers. On Cameroon corridor, bilateral cooperation provides a 65:35 cargo sharing ratio in favour of Chadian hauliers. - Chad road haulage has deregulated tariffs. - Administrative and customs procedures at Douala are slow and burdensome; clearance can take 20 days. - Excessive number of road checks in Cameroon by different bodies (up to 50) are time consuming and costly. - Cameroon occasionally takes unilateral action to make use of Cameroon railways mandatory. - Cooperative des Transporteurs Chadiens replaced by Bureau National de Frêt which collates statistics and arranges tax collection.
REGULATORY FRAMEWORK FOR TRANSIT TRANSPORT - Joint Permanent Transport Commission has facilitated Chad's use of port facilities at Douala, Cameroon. - Agreement with Cameroon (1975) stipulates 65% of transit allocated to Chadian carriers and 35% to Cameroonians. - No Chad-Nigeria transit agreement, despite attraction of this potential route. Certain goods (food and beverages) prohibited; complication of transiting Cameroon. Chadian trucks have no right to go to Nigerian ports. - Bilateral transit agreements with: Algeria, CAR and Congo - Chad is a signatory to: - 1965 Transit Convention - GATT - Warsaw Convention	REGIONAL INSTITUTIONS AFFECTING TRADE AND TRANSIT TRANSPORT UDEAC

LAND-LOCKED COUNTRY PROFILE

MALI

MAP



Size:	1 240 000 sq.km
Population:	9.8 mn (1992)

KEY SOCIO-ECONOMIC INDICATORS

Per capita GNP:	$280 (1990)
Growth in p.c. GNP (av p.a.):	1.2% (1980-90)
Export value per capita	$37 (1992)
Import value per capita	$65 (1992)
Population growth p.a.:	2.5% (1960-90)
Women in labour force:	16% (1990)
Adult literacy:	32% (1990)
Infant mortality:	122/thou births (1992)
Life expectancy:	45.0 yrs (1990)
Rural population:	75% (1992)
Distance to the sea (shortest & longest from principal towns to main ports):	1 170-1 289 km

Main economic sectors

Agriculture, esp. cotton, groundnut oil

Special characteristics

- Large
- Sparsely populated
- Desert

PRINCIPAL TRADING FEATURES:
(% by value)

REGIONS

Exports	(1992)	Imports	(1991)
W Europe	30.3	W Europe	45.2
Africa	22.7	Africa	33.4
E Europe	21.8	E Europe	5.6
Asia	14.2	Asia	4.8
N America	3.8	N America	4.2
Other	7.2	Other	6.8

COMMODITIES

Exports	(1989)	Imports	(1982)
Food items	22.6	Food items	20.8
Ag raw mats	65.8	Fuels	27.5
Manuf goods	6.8	Machinery & equip	18.4
Other	4.8	Chemical products	9.3
		Other manuf goods	22.2
		Other	1.8

COMPARATIVE IMPORTANCE OF PRINCIPAL TRANSIT ROUTES AND PORTS

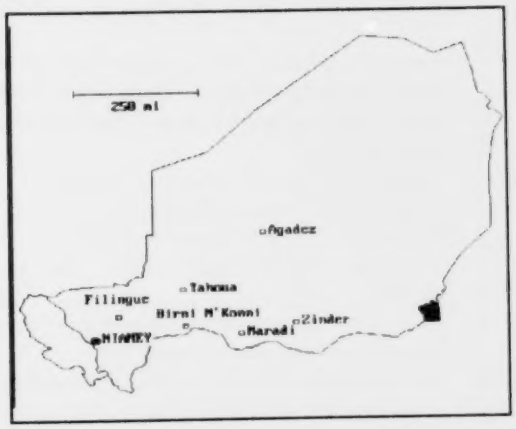
Route and distance (from Bamako)		Percent share: Imports	Percent share: Exports	
Rail 1 250 km	To Dakar, (Senegal) 606 km in Mali, 644 km in Senegal	60%		by tonnage
Road 1 249km	To Abidjan (Côte d'Ivoire) 505 km in Mali, 744 km in Côte d'Ivoire	30%	80%	by tonnage
Road 2 071 km	via Burkina Faso to Lomé, (Togo)	10%		by tonnage

MALI (cont.)	
INFRASTRUCTURE FACILITIES Road (14 500 km internally : 17.0% paved) Road network is very sparse (second only to Mauritania in Africa) at 0.32 km/100 km^2 Railways (642 km of single track railway, linked to Senegalese network) - Inadequate freight facilities at Bamako - Rolling stock not always available in Dakar Port - Dakar - occasional problems of congestion Inland waterways 1 650 km of River Niger - navigable 4-6 months/year	PROCEDURAL AND OPERATIONAL ASPECTS OF TRANSIT TRANSPORT - Pilferage (even from containers) and smuggling occasionally occurs. - Bureaucratic customs procedures, especially in Côte d'Ivoire - Route to Abidjan uses large proportion of Malian hauliers; on Dakar route, rail freight is shared equally. Costs on the two routes are comparable. Lomé most suited to transit for eastern Mali. - Abidjan is 3 days sailing further from Europe compared to Dakar, thus shipping costs are 10-12% higher - Large number of police checkpoints in Burkina Faso on route to Lomé - Trucks are old and in short supply in Mali - Trucks in Côte d'Ivoire must be escorted by customs officers. - Lack of coordination between Senegalese and Malian railways is a complication; complex and differing tariff structure - Rail services (to/from Senegal) are poor but showing improvement - Transport operations supervised by Office National des Transports - Warehousing is handled by: EMACI - Entrepot Maliens en Côte d'Ivoire EMASE - Entrepot Maliens en Sénégal EMATO - Entrepot Maliens en Togo
REGULATORY FRAMEWORK FOR TRANSIT TRANSPORT - TRIE and TRI regional agreements - 1963 convention with Senegal regulates use of port of Dakar - Bilateral road haulage agreements with Côte d'Ivoire (1973), Benin (1979), Togo (1983) and Burkina Faso (1968) - Railway Transit facilities negotiated with Togo, Senegal, Benin and Côte d'Ivoire (1979) - Railway agreement (1987) with Senegal regulates conditions governing railway traffic - Port facilities arrangements with Togo (1983), Benin (1983), Mauritania (1987), Côte d'Ivoire (1979) and Senegal (1963 & 1989) - Protocol allowing Mali to use warehouse within customs area of Abidjan; also allowed to manage warehouses in Senegal. - Mali is a signatory to: 1965 Transit Convention GATT Warsaw Convention	REGIONAL INSTITUTIONS AFFECTING TRADE AND TRANSIT TRANSPORT ECOWAS MINCONMAR CEAO

LAND-LOCKED COUNTRY PROFILE

NIGER

MAP



Size:	1 267 000 sq.km
Population:	8.3 mn (1992)

KEY SOCIO-ECONOMIC INDICATORS

Per capita GNP:	$310 (1990)
Growth in p.c. GNP (av p.a.):	-4.5% (1980-90)
Export value per capita	$31 (1992)
Import value per capita	$47 (1992)
Population growth p.a.:	3.1% (1960-90)
Women in labour force:	47% (1990)
Adult literacy:	28% (1990)
Infant mortality:	191/thou births (1992)
Life expectancy:	45.5 yrs (1990)
Rural population:	80% (1992)
Distance to the sea (shortest & longest from principal towns to main ports):	1 100-2 690 km

Main economic sectors

Agriculture, esp. onions, live animals, mining (uranium)

Special characteristics

- Large
- Sparsely populated
- Desert

PRINCIPAL TRADING FEATURES:
(% by value)

REGIONS

Exports	(1991)	Imports	(1991)
W Europe	83.4	W Europe	62.2
Africa	10.6	Africa	19.2
Asia	0.4	N America	4.4
N America	3.9	Asia	2.8
Other	1.7	Japan	2.5
		Other	8.9

COMMODITIES

Exports	(1980)	Imports	(1981)
Food items	11.4	Food items	23.5
Ores & metals	84.7	Fuels	14.8
Other	3.9	Machinery & equip	25.8
		Chemical products	7.0
Mainly raw cotton & uranium		Other manuf goods	24.3
		Other	4.6

COMPARATIVE IMPORTANCE OF PRINCIPAL TRANSIT ROUTES AND PORTS

Route	Distance	Percent share	
Road/Rail 1 062 km	Niamey via Parakou to Cotonou, Benin (438 km of rail in Benin plus 624 km of road; of which 324 km in Benin)	67%	by tonnage
Road 1 240 km	Niamey to Lomé, Togo	24%	by tonnage
Road 1 525 km	East Niger to Lagos, Nigeria	9% (imports only)	by tonnage

NIGER (cont.)

INFRASTRUCTURE FACILITIES

- Infrastructure and port operations generally good. Cotonou has reserved zone for stuffing export containers

Road (11 258 km; 29.0% paved)
- Parakou to Cotonou road will be asphalted
- Niamey to Algiers road (3 700 km) still under construction; will reduce transit from Mediterranean from 4 weeks to 2.

REGULATORY FRAMEWORK FOR TRANSIT TRANSPORT

- Currently Benin Railway Corporation has monopoly on route to Cotonou; only trucks with reefer containers are allowed to use road over this route. Railway accord (1977) allocates two thirds of freight to Niger and one third to Benin. Similar protocol with Côte d'Ivoire
- Accord with Benin (1975) allocates duty free area to Niger at port of Cotonou.
- Road transport convention with Burkina Faso (1966) allocated road haulage $^{2}/_{3}$:$^{1}/_{3}$.
- Road transport accord (1977) with Nigeria stipulates routes and allowed Nigerian hauliers only up to border.
- Niger is a party to TRIE conventions with Benin, Burkina Faso, Nigeria, Ghana and Côte d'Ivoire
- Niger is a signatory to:
- 1965 Transit Convention
- GATT
- Warsaw Convention
- 1968 Road Traffic Convention

PROCEDURAL AND OPERATIONAL ASPECTS OF TRANSIT TRANSPORT

- Road/rail to Cotonou - time consuming because of loading/unloading at Parakou; will be improved once Cotonou-Parakou road complete, if road can then be used throughout.
- Trucks in Niger are old and in poor condition. Parastatal has monopoly on carriage of minerals; otherwise trucks are owned by small private companies or individuals (some operating on own account).
- Cotonou rail corridor controlled by joint government owned organisation which fixes rail tariff.
- TRIE documentation use on corridor to Lomé but not on Parakou-Cotonou sector in Benin, where a Niger carnet de transit routier and an S113 are also needed. Complex and expensive paperwork, especially at customs at Cotonou.
- Imports can be cleared at Benin-Niger border and proceed without escort.
- Police checkpoints on all transit routes are time consuming and costly. Container trucks need an escort inside Niger, so leave Parakou in convoy.
- Problems with transit traffic resulting from poor agreement with Nigerian Federal Government regulations.
- Government has heavy influence on transit trade through 49% ownership of Société Nationale du Transport Nigérien (SNTN) which has the monopoly on mine transport, carriers 63% of petroleum imports through Cotonou, and owns 42% of the warehousing company which operates warehouse at Lomé.
- Conseil National des Utilisateurs du Transport (CNUT)
- Société Nigerienne de Transit is forwarding and clearing agent and warehousing company

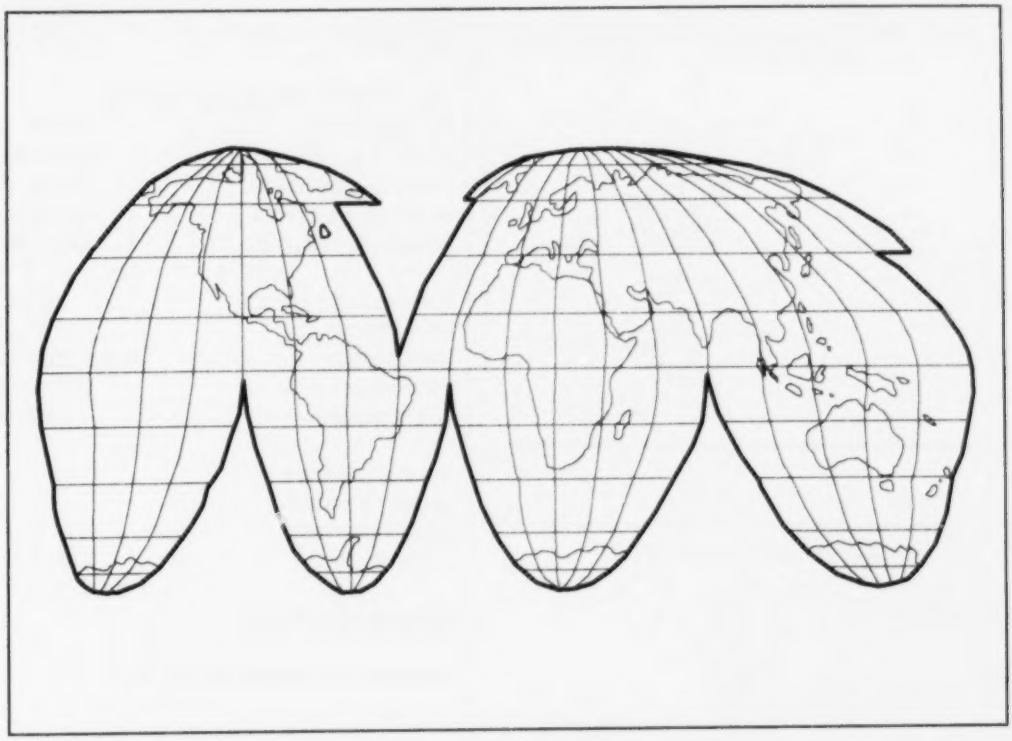
REGIONAL INSTITUTIONS AFFECTING TRADE AND TRANSIT TRANSPORT

ECOWAS

MINCONMAR

CEAO

REGIONAL PROFILE	SOUTHERN AFRICA



LAND LOCKED COUNTRIES	TRANSIT COUNTRIES
Botswana Lesotho Malawi Swaziland Zambia Zimbabwe	Angola Mozambique Namibia South Africa Tanzania Many land-locked countries of the region act as transit countries for others

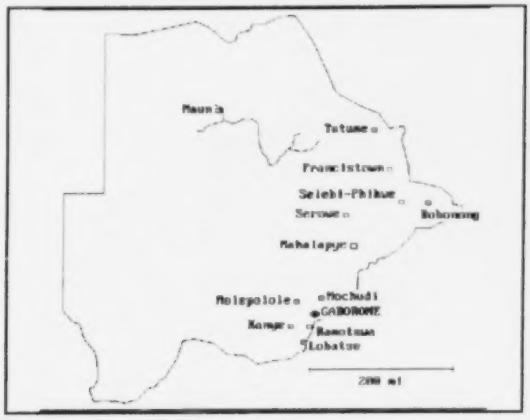
SELECTED REGIONAL GROUPINGS

COMESA	Common Market for Eastern and Southern Africa (for member countries see Regional Profile for East Central Africa, *page 3*)
SADC	Southern African Development Community (Angola, Botswana, Lesotho, Malawi, Mozambique, Namibia, South Africa, Swaziland, United Rep. of Tanzania, Zambia, Zimbabwe,)
SACU	Southern African Customs Union (Botswana, Lesotho, Namibia, South Africa, Swaziland)
MOU	Memorandum of Understanding between Governments of Botswana, Lesotho, South Africa and Swaziland

LAND-LOCKED COUNTRY PROFILE

BOTSWANA

MAP



Size:	582 000 sq.km
Population:	1.3 mn (1992)
KEY SOCIO-ECONOMIC INDICATORS	
Per capita GNP:	$2 230 (1990)
Growth in p.c. GNP (av p.a.):	6.3% (1980-90)
Export value per capita	$1 021 (1992)
Import value per capita	$1 447 (1992)
Population growth p.a.:	3.1% (1960-90)
Women in labour force:	35% (1990)
Adult literacy:	74% (1990)
Infant mortality:	45/thou births (1992)
Life expectancy:	59.8 yrs (1990)
Rural population:	73% (1992)
Distance to the sea (shortest & longest from principal towns to main ports):	1 100-1 400 km

PRINCIPAL TRADING FEATURES:

COMMODITIES

Exports		Imports	
Diamonds	79	Machinery, electrical goods, vehicles	32
Copper	6	Food beverages	17
Beef	5	Metal products	11
Others	10	Chemical & Rubber products	9

Main economic sectors

Agriculture, including livestock, mining

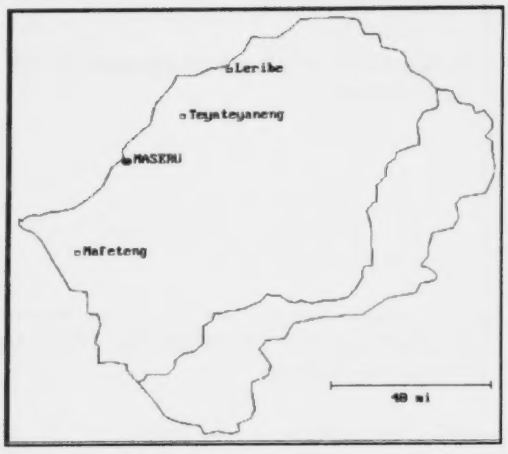
COMPARATIVE IMPORTANCE OF PRINCIPAL TRANSIT ROUTES AND PORTS

Route	Distance (from Gaborone)	Percent share Imports	Exports	
Rail	1 400 kms to Cape Town, South Africa 1 200 kms to Port Elizabeth, South Africa 1 100 kms to Durban, South Africa: 120 km closer than Port Elizabeth but further from Europe/ Europe/N America by 750 km and more rail junctions. In above cases, via Zimbabwe Railways or transhipment to road at S African railhead (Mafeking or Zeerust)	70%	42%	by tonnage
Rail	To Maputo, Mozambique	18%	18% (copper-nickel)	by tonnage
Road	To South Africa	10%	39%	by tonnage

BOTSWANA (cont.)	
INFRASTRUCTURE FACILITIES Roads (13 500 km : 15.0% paved) - Missing links to neighbouring countries, such as Namibia; although Trans-Kgalagadi Road giving access to Walvis Bay due to open 1997 - Ferry at Kazungula is a major constraint for through international traffic to Zambia Railways (714 km) - Lack of investment funds for re-equipping the railway system. Track in poor condition.	PROCEDURAL AND OPERATIONAL ASPECTS OF TRANSIT TRANSPORT Botswana is not party to regional agreement on road transit charges
REGULATORY FRAMEWORK FOR TRANSIT TRANSPORT - Party to Memorandum of Understanding on Road Transport with Rep. of South Africa (effective January 1991) - Bilateral road transport agreement with Zambia	REGIONAL INSTITUTIONS AFFECTING TRADE AND TRANSIT TRANSPORT SADC, SACU, MOU

LAND-LOCKED COUNTRY PROFILE	LESOTHO

MAP



Size:	30 000 sq.km.
Population:	1.8 mn (1992)
KEY SOCIO-ECONOMIC INDICATORS	
Per capita GNP:	$540 (1990)
Growth in p.c. GNP (av p.a.):	-0.9% (1980-90)
Export value per capita	$35 (1992)
Import value per capita	$240 (1992)
Population growth p.a.:	2.3% (1960-90)
Women in labour force:	44% (1990)
Adult literacy:	n.a. (1990)
Infant mortality:	108/thou births (1992)
Life expectancy:	57.3 yrs (1990)
Rural population:	80% (1992)
Distance to the sea (shortest & longest from principal towns to main ports):	740-800 km

PRINCIPAL TRADING FEATURES:

COMMODITIES

Exports	Imports
Primarily: wool, cereal preparations, wheat and wheat flour	Primarily: manufactures, including machinery, petroleum

Main economic sector

Agriculture, including livestock

Special characteristics

Whole country very high, with mountainous terrain.

PRINCIPAL TRANSIT ROUTES AND PORTS

Route	Distance (from Maseru)
Rail	740 kms to Durban, South Africa 800 kms to East London, South Africa To Port Elizabeth, South Africa

LESOTHO (cont.)	
INFRASTRUCTURE FACILITIES Roads (4 200 km : 20% paved) - Network inadequate in length and condition, poorly maintained and much only passable in fair weather and by 4WD vehicles. - Weak national transport fleet Railways (2 km only within Lesotho linking Maseru to South African border) Inland (dry) ports Maseru	PROCEDURAL AND OPERATIONAL ASPECTS OF TRANSIT TRANSPORT - Road industry dominated by South African operators. - Operates under general guidelines set by SADC at regional level.
REGULATORY FRAMEWORK FOR TRANSIT TRANSPORT - Signatory to Memorandum of Understanding on Road Transport with Rep. of South Africa (effective January 1991) - Lesotho is signatory to: 1965 Transit Convention GATT Kyoto Convention 1982 Frontier Control of Goods Convention Hamburg Rules 1978	REGIONAL INSTITUTIONS AFFECTING TRADE AND TRANSIT TRANSPORT COMESA, SADC, SACU, MOU

LAND-LOCKED COUNTRY PROFILE

MALAWI

MAP

Size:	118 500 sq.km
Population:	10.4 mn (1992)
KEY SOCIO-ECONOMIC INDICATORS	
Per capita GNP:	$200 (1990)
Growth in p.c. GNP (av p.a.):	-0.1% (1980-90)
Export value per capita	$41 (1992)
Import value per capita	$77 (1992)
Population growth p.a.:	3.4% (1960-90)
Women in labour force:	42% (1990)
Adult literacy:	28% (1990)
Infant mortality:	143/thou births (1992)
Life expectancy:	48.1 yrs (1990)
Rural population:	88% (1992)
Distance to the sea (shortest & longest from principal towns to main ports):	560-700 km

PRINCIPAL TRADING FEATURES:

REGIONS

Exports	(1991)	Imports	(1992)
W Europe	46.9%	S Africa	33.2%
N America	16.5%	W Europe	27.1%
Japan	10.0%	Australia	12.5%
Africa	9.5%	Africa	11.6%
Other	17.1%	Japan	7.1
		Other	8.5

COMMODITIES

Exports	(1991)	Imports	(1985)
Food items	90.5%	Food items	7.1%
Manuf goods	5.0%	Fuels	13.2%
Other	4.5%	Machinery & equip	29.5%
		Chemical prods (pred. fertiliser)	20.2%
		Other manuf goods	26.0%
		Other	4.0%

Main economic sector

Agriculture, mainly tobacco, tea and sugar

Special characteristics

Most commonly used transit route (to Durban) involves three other countries.
Mountainous terrain.
Affected by recent hostilities in Mozambique.

COMPARATIVE IMPORTANCE OF PRINCIPAL TRANSIT ROUTES AND PORTS

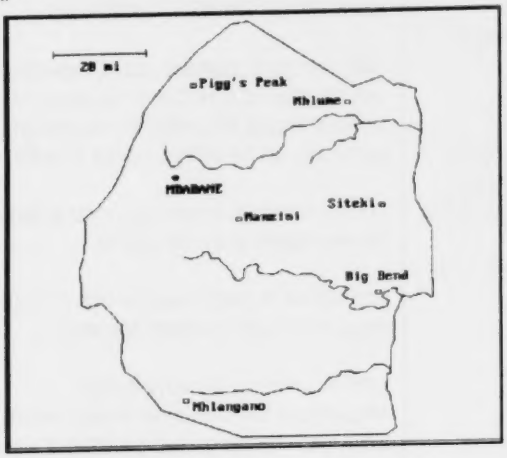
Route	Distance (from Blantyre)	Percent share (1992) Imports	Exports	
Rail/Road 2 667 km	To Durban, South Africa via Mozambique and Zimbabwe (railhead at Harare or Messina); other longer routes via Zambia and/or Botswana	69%	89%	by tonnage
Road 1 789 km	To Dar es Salaam, Tanzania	31%	11%	by tonnage
Rail/Lake/Road 1 728 km	"Northern Transport Corridor" (NTC) to Dar es Salaam, Tanzania (only just opened in 1992)	0	0	
Rail 815 km	To Nacala, Mozambique (615 km in Mozambique) (reopened in 1989 but subject to security concerns and only limited service in 1992)	0	0	by tonnage

MALAWI (cont.)	
INFRASTRUCTURE FACILITIES Roads (11 499 km : 18.0% paved) - Poor roads in south of country. Domestic network affected by overloaded vehicles. - Poor roads in Mozambique on route to Durban. Railways (782 km) - Domestic network only serves the southern part of the country. Low availability of locos and wagons; poor general efficiency. - Railway to Nacala is single track and in poor condition, restricting speed and condition. - Both Malawi and Mozambican Railways have shortages of locos and wagons, and inefficient utilisation. Inland (dry) ports Under consideration Inland waterways Lake Malawi has four major harbours.	PROCEDURAL AND OPERATIONAL ASPECTS OF TRANSIT TRANSPORT With diversity of available routes, especially with the opening of NTC and restoration of services through Mozambique, demand on each route will be highly sensitive to tariffs. Durban routes are longest and most expensive but also fastest and most reliable. International trucking rates are high for import cargo, especially by foreign operators. Until very recently, convoys through Mozambique travelled under military escort, while road charges exceed $300/round trip. Domestic trucking fleet ageing and shrinking. Very strong road haulage interest group (Road Transport Operators Association). Procedural difficulties with documentation at borders, especially on the complex NTC.
REGULATORY FRAMEWORK FOR TRANSIT TRANSPORT - Unique transit traffic cooperative arrangment with Tanzania which provides Malawi Cargo Centre at the port of Dar-es-Salaam. - Bilateral transit agreements also with Mozambique and Zambia. - Bilateral railway agreement with Mozambique. - Malawi is signatory to: 1965 Transit Convention GATT Warsaw Convention	REGIONAL INSTITUTIONS AFFECTING TRADE AND TRANSIT TRANSPORT COMESA, SADC

LAND-LOCKED COUNTRY PROFILE

SWAZILAND

MAP



Size:	17 000 sq.km
Population:	0.8 mn (1992)
KEY SOCIO-ECONOMIC INDICATORS	
Per capita GNP:	$1 030 (1990)
Growth in p.c. GNP (av p.a.):	1.1% (1980-90)
Export value per capita	$768 (1992)
Import value per capita	$1 058 (1992)
Population growth p.a.:	2.8% (1960-90)
Women in labour force:	40% (1990)
Infant mortality:	74/thou births (1992)
Life expectancy:	56.8 yrs (1990)
Rural population:	72% (1992)
Distance to the sea (shortest & longest from principal towns to main ports):	200-500 km

PRINCIPAL TRADING FEATURES:

COMMODITIES

Exports	Imports
Primarily: Sugar, wood pulp, fruit & veg, canned fruit, meat & meat products, asbestos and diamonds.	Primariy: machinery and transport equipment, fuels, manufactured goods and chemicals.

Main economic sectors

Agriculture and livestock, food processing, mining (minerals and diamonds)

Special characteristics

Mountainous terrain

PRINCIPAL TRANSIT ROUTES AND PORTS

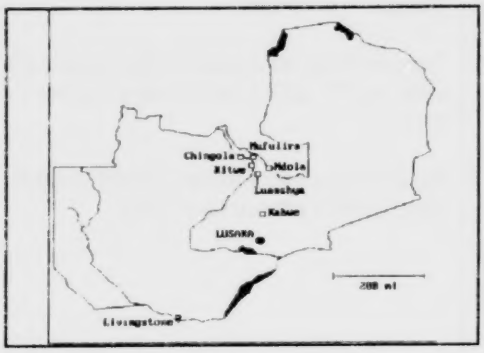
Route	Distance (from Mbabane)	
Rail	220 kms to Maputo, Mozambique	Line built for iron ore originally but since used for all types of exports
Road/Rail	500 kms to Durban, South Africa	62% of imports come through South Africa by road or rail
Road	480 km to South African port of Durban	

SWAZILAND (cont.)	
INFRASTRUCTURE FACILITIES Roads (2 800 km) Traffic congestion on Mbabane to Manzini highway (being dualled). Railways (316 km) - 80% of the traffic is through traffic from north to south. - Shortage of locos and wagons on Swazi Railways; need to hire from South Africa at considerable cost. Airports Only one as mountainous terrain inhibits construction. Inland (dry) ports Mbambane	PROCEDURAL AND OPERATIONAL ASPECTS OF TRANSIT TRANSPORT There are difficulties in implementing the protocols under the PTA as Swaziland is also a member of SACU. Mozambique corridor affected by recent hostilities. Still some problems with security of cargo.
REGULATORY FRAMEWORK FOR TRANSIT TRANSPORT - Party to Memorandum of Understanding on Road Transport with Rep. of South Africa (effective January 1991) - Bilateral railway and ports agreements with Mozambique - Member of Regional Motor Vehicle Insurance Scheme - Swaziland is a signatory to: 1965 Transit Convention Warsaw Convention GATT	REGIONAL INSTITUTIONS AFFECTING TRADE AND TRANSIT TRANSPORT COMESA, SADC

LAND-LOCKED COUNTRY PROFILE

ZAMBIA

MAP



Size:	752 000 sq.km
Population:	8.6 mn (1992)
KEY SOCIO-ECONOMIC INDICATORS	
Per capita GNP:	$420 (1990)
Growth in p.c. GNP (av p.a.):	-2.9% (1980-90)
Export value per capita	$128 (1992)
Import value per capita	$74 (1992)
Population growth p.a.:	3.2% (1960-90)
Women in labour force:	29% (1990)
Adult literacy:	73% (1990)
Infant mortality:	113/thou births (1992)
Life expectancy:	54.4 yrs (1990)
Rural population:	58% (1992)
Distance to the sea (shortest & longest from principal towns to main ports):	2 000-2 750 km

Main economic sectors

Mining

PRINCIPAL TRADING FEATURES:
(% by value)

REGIONS

Exports	(1991)	Imports	(1990)
W Europe	29.4	Europe	39.9
N America	3.5	N America	10.8
Japan	27.3	Japan	6.7
Africa	4.1	Africa	15.3
Asia	34.9	Asia	9.7
Other	0.8	Other	17.6

COMMODITIES

Exports	(1989)	Imports	(1982)
Ores & metals	83.4	Fuels	20.8
Manuf goods	11.2	Machinery & equip	34.5
Other	5.4	Chemical prods	16.0
		Other manuf goods	15.6
		Other	13.1

Primarily: Copper and tobacco.
Also electricity.

PRINCIPAL TRANSIT ROUTES AND PORTS

Route	Distance (from Lusaka)	Percent share (1990) Imports	Exports	
Rail	1 860 km on TAZARA to Dar es Salaam, Tanzania)	53%	56%	by tonnage
Road	TanZam Highway to Dar es Salaam, Tanzania)			
Rail	To Beira, Mozambique	1%	10%	by tonnage
Road	Via Botswana to South Africa	42%	3%	by tonnage
Road or rail	Variety of other routes to South Africa	3%	20%	

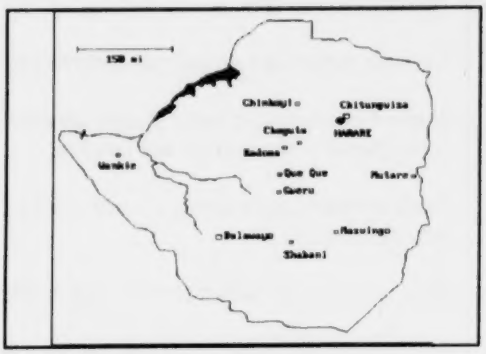
Routes to South Africa are less used as they are more expensive.
Former rail route through Angola to Lobito, Zaire damaged in Angolan conflict.
Potential use of Walvis Bay, Namibia.
Pipeline from Dar es Salaam parallels the TanZam Highway.

ZAMBIA (cont.)	
INFRASTRUCTURE FACILITIES Road (37 359 km : 17.6% paved) - Upgrading and rehabilitation needed of major routes, especially with traffic growth. Livingstone-Katima-Mulilo road needs upgrading (planning for study in 1995). - Ferries at Kazungula and Katima-Mulilo need replacement by bridges to ease transit to Botswana and Namibia. - Weight and speed limitations on bridges at Luangwa and Chirundu cause major bottlenecks. - No direct road link with Angola. Railways (1924 km) - Capacity constraints and inefficiency on interlinking networks have adverse impact on Zambia. - Domestic network old; roadbed in need of up-grading and culverts and bridges need replacing. Lack of wagons and locos. - No link yet from TAZARA to port of Mpulungu. Inland (dry) ports Lusaka Inland waterways Mpulungu port on Lake Tanganyika is being rehabilitated.	PROCEDURAL AND OPERATIONAL ASPECTS OF TRANSIT TRANSPORT Enormous constraints from poor port performance. Despite PTA harmonised transit charges agreement, higher charges in Mozambique and Tanzania. Border formalities and practices in transit countries remain a constraint. Age and lack of replacement of trucks causes difficulty. Poor communications and information flow are major constraints on transit transport operations. Zambian traffic exempt from customs security for transit through Tanzania in an extension to the Belbase Convention of 1921, although high risk goods now require a bond.
REGULATORY FRAMEWORK FOR TRANSIT TRANSPORT - Bilateral road transport agreement with Botswana - Institutional structures need to be brought in to cater for eventual diversification of trade with non-SACU members - Member of Regional Motor Vehicle Insurance Scheme - Transit and port agreements with Tanzania - Inter-railway agreements with South Africa, Tanzania, Zaire and Zimbabwe - Zambia is signatory to: 1965 Transit Convention GATT Kyoto Convention Warsaw Convention Hamburg Rules 1978	REGIONAL INSTITUTIONS AFFECTING TRADE AND TRANSIT TRANSPORT COMESA, SADC

LAND-LOCKED COUNTRY PROFILE

ZIMBABWE

MAP



Size:	390 000 sq.km
Population:	10.6 mn (1992)

KEY SOCIO-ECONOMIC INDICATORS

Per capita GNP:	$650 (1990)
Growth in p.c. GNP (av p.a.):	-0.8% (1980-90)
Export value per capita	$111 (1992)
Import value per capita	$142 (1992)
Population growth p.a.:	3.2% (1960-90)
Women in labour force:	35% (1990)
Adult literacy:	67% (1990)
Infant mortality:	60/thou births (1992)
Life expectancy:	59.6 yrs (1990)
Rural population:	70% (1992)
Distance to the sea (shortest & longest from principal towns to main ports):	592-2 000 km

Main economic sectors

Agriculture, livestock, mining

Special characteristics

Affected by recent hostilities in Mozambique.

PRINCIPAL TRADING FEATURES:
(% by value)

REGIONS

Exports	(1991)	Imports	(1991)
Europe	45.4	Europe	40.2
N America	6.1	N America	5.8
Japan	7.2	Japan	5.3
Africa	13.8	Africa	6.3
S Africa	9.3	S Africa	23.6
Other	18.2	Other	18.8

COMMODITIES

Exports	(1991)	Imports	(1991)
Food items	48.1	Fuels	12.5
Ores & metals	14.3	Machinery & equip	40.9
Manuf goods	29.7	Chemical prods	16.4
Other	7.9	Other manuf goods	19.5
		Other	10.7

Primarily: Tobacco, nickel (refined) & cotton

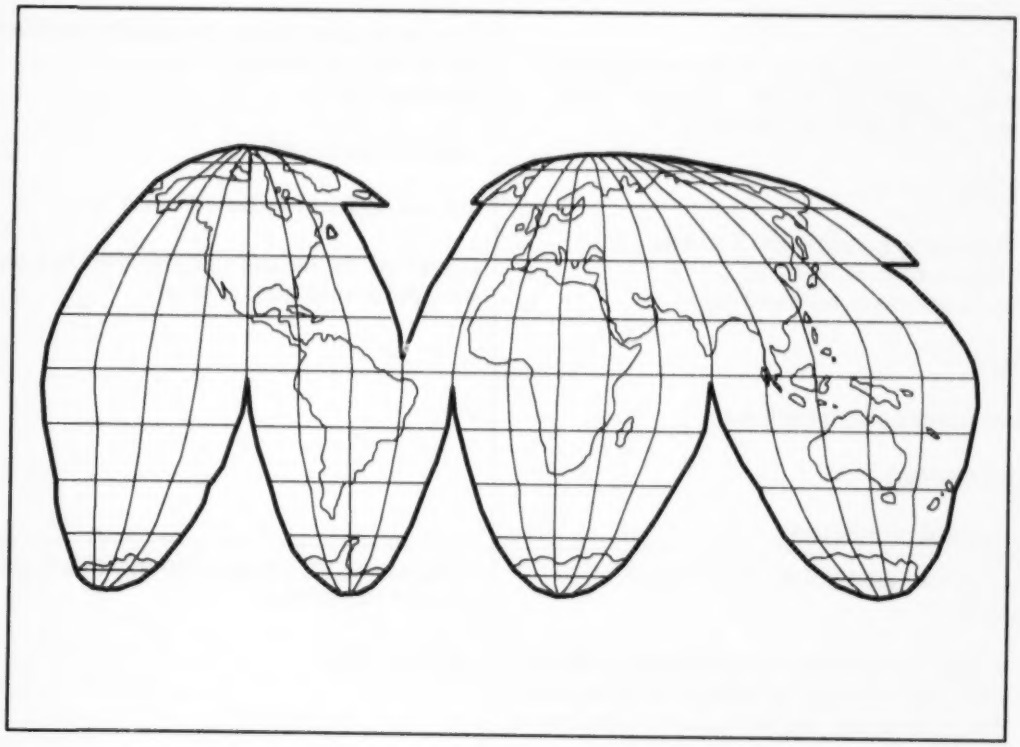
PRINCIPAL TRANSIT ROUTES AND PORTS

Route	Distance (from Harare)	
Road	2 070 km to Durban, South Africa	
	2 380 km to Port Elizabeth, South Africa	
	2 410 km to East London, South Africa	
Road/Rail	2 500 via Zambia to Dar es Salaam, Tanzania	
Rail	3 400 via Zambia to Dar es Salaam	
Rail	600 km to Beira, Mozambique	Operating again but at low capacity
	1 270 km to Maputo, Mozambique	
	1 400 km to Nacala, Mozambique	
Rail	4 000 km to Lobito, Angola	Route now closed
Pipeline	290 km to Beira from Ferruka refinery	

Use of the various routes is fluctuating considerably with the fast-changing geo-political climate in southern Africa.

ZIMBABWE (cont.)	
INFRASTRUCTURE FACILITIES Road (78 400 km : 16.5% paved) Bridge at Chirunda on Zambian border needs upgrading. Inadequate weighbridge facilities, and control of transit traffic for axle weights is a bottleneck. Railways (3 415 km) - Track needs upgrading within Zimbabwe. - Steam locomotives still in use. - Locos and wagons are inadequate. Airports Harare currently being rehabilitated. Inland waterways Not navigable for trade routes.	PROCEDURAL AND OPERATIONAL ASPECTS OF TRANSIT TRANSPORT Truck fleet is ageing and has low availability because of high cost and poor availability of spares and replacement vehicles. Transit charges are high. Axle load regulations are being enforced. Cumbersome documentation and procedures for import and export processing and customs.
REGULATORY FRAMEWORK FOR TRANSIT TRANSPORT - Member of Regional Motor Vehicle Insurance Scheme. - Transit, railway and port agreements with Mozambique. - Railway agreements also with South Africa and Zambia. - Zimbabwe is a signoatory to: GATT Kyoto Convention Warsaw Convention 1968 Road Traffic Convention	REGIONAL INSTITUTIONS AFFECTING TRADE AND TRANSIT TRANSPORT COMESA, SADC

REGIONAL PROFILE	ASIA



LAND LOCKED COUNTRIES	TRANSIT COUNTRIES
Afghanistan Bhutan Lao PDR Mongolia Nepal	Bangladesh India Islamic Republic of Iran Pakistan PR China Russian Federation Thailand Vietnam

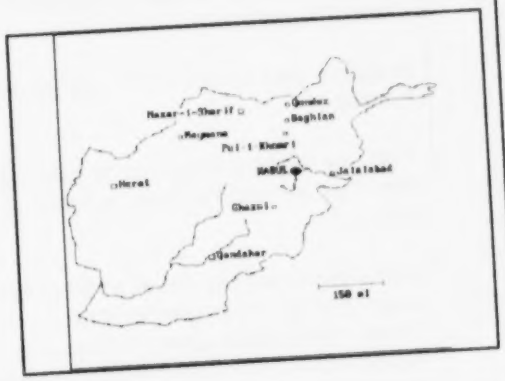
SELECTED REGIONAL GROUPINGS

ECO Economic Cooperation Organization
(Afghanistan, Azerbaijan, Islamic Republic of Iran, Kazakhstan, Kyrgyzstan, Pakistan, Tajikistan, Turkey, Turkmenistan and Uzbekistan)

LAND-LOCKED COUNTRY PROFILE

AFGHANISTAN

MAP



Size:	652,225 sq.km
Population:	19.1 mn (1992)

KEY SOCIO-ECONOMIC INDICATORS

Per capita GNP:	$ 714 (1990)
Growth in p.c. GNP (av p.a.):	-2.8% (1980-91)
Export value per capita	$10 (1992)
Import value per capita	$37 (1992)
Population growth p.a.:	4.6% (1960-90)
Women in labour force:	8% (1990)
Adult literacy:	29% (1990)
Infant mortality:	165/thou births (1992)
Life expectancy:	42.5 yrs (1990)
Rural population:	81% (1992)
Distance to the sea (shortest & longest from principal towns to main ports):	2 000-10 600 km

PRINCIPAL TRADING FEATURES:
(% by value)

REGIONS

Exports	(1990)	Imports	(1990)
E Europe	74.8	E Europe	57.1
W Europe	10.8	Asia	14.9
Asia	3.2	Japan	8.6
Other	11.1	W Europe	4.7
		Other	14.7

COMMODITIES

Exports	(1990)	Imports	(1988)
Food items	13.8	Capital goods	33.0
Ag.raw materials	14.7	Food	17.0
Fuels	47.6	Textiles	13.0
Manf. goods	23.7	Petroleum product	11.0
Other	0.2	Sugar & veg oil	6.0
		Tyres	6.0
		Other	14.0

Main economic sectors

Agriculture, ag. products (dried fruit, cotton); livestock products (skins/hides, wool); carpets, leather goods; handicrafts. Formerly natural gas. Unexploited mineral resources.

Special characteristics

- Conflict affected
- Diaspora of population
- Mountainous terrain
- Afghanistan acts as a transit country for the Central Asian Republics to/from Pakistan

COMPARATIVE IMPORTANCE OF PRINCIPAL TRANSIT ROUTES AND PORTS

Route and distance (from Kabul)		
Road/Rail via CIS	To Baltic/Black Sea	) Third country trade minimal; mainly used
5 500 - 6 500 km	10-11 000 km to Pacific ports	) for CIS trade
Road/rail	To port of Karachi, Pakistan	)
1 891 km	(291 of which by road)	) Principal third country route and
Road	1 685 km to Karachi	) mostly by road/rail
Road/rail	To Bandar Abbas	) Not used since 1980s
2 012 km	Road/rail interchange at Meshad	
Road/rail	To Wagah for border crossing	
646 km	to Indian Railways at Amritsar	) Only fruit and veg permitted

Note: no railways inside Afghanistan; railheads outside are used as transhipment points

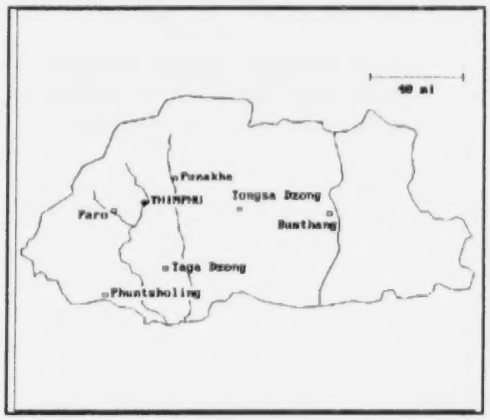
Formerly:

- Pipeline: From 1967, natural gas was piped 98 km from Khwaja Gogerdag through Uzbekistan to a main gas transmission line serving the CIS. Exports stopped in 1988.
- Land route to W. Europe via Iran: 7 196 km to Frankfurt - Not used since 1980s
- Air freight used for furs, carpets, sausage casings to W Europe until 1982. International air freight: 8 409T (1990).

AFGHANISTAN (cont.)	
INFRASTRUCTURE FACILITIES - All infrastructure and fleets ravaged by war - Need for transhipment at northern ports or at Peshawar/Chaman, where facilities are inadequate especially for container handling. Road (19 000 km : 15.% paved) - 59% require reconstruction and a further 5% require extensive repair - Many roads mined Railways - Very small length of railway inside northern border with river bridge to Uzbekhistan. Current condition unknown. - Shortage of trucks on Pakistan Railways Airports - International: Kabul - Many buildings and facilities destroyed at both - Many navigation aids and meteorological service inoperative Inland (dry) ports Plans for one in Kabul have been temporarily shelved. No specific container depots or terminals. Inland waterways Crossing to CIS from Sherkhan Bandar involves 183 km river trip to Termes.	PROCEDURAL AND OPERATIONAL ASPECTS OF TRANSIT TRANSPORT Procedures differ for each transit route and mode of transport. Trucks are cleared at inland customs warehouses (of which there are eight, the biggest at Kabul, not at the borders. Informal checks and searches en route by various groups. Formal security searches at the Pakistan/Afghan border. Owing to insecurities throughout the country, armed escorts are desirable for road traffic. Special warehousing facilities at Karachi but at no other Pakistani port nor in the Islamic Republic of Iran. Customs duties levied by Pakistan on inbound Afghan cargo moving by road.
REGULATORY FRAMEWORK FOR TRANSIT TRANSPORT Separate transit agreement with each neighbouring country. Agreement with former Soviet Union for use of railway and ports (but not road transport) has not been superseded. Transit agreement with Islamic Republic of Iran gives access to roads and ports but does not permit through movement of trucks between cities in the two countries. Transit agreement with Pakistan (1968) was due to be renegotiated in 1984 but has not been renewed. Pakistani trucks have to be used in Pakistan, from Peshawar or Chaman onwards, although Pakistani trucks can run through to Kabul (if they choose, which not many do at present). Formerly, Afghanistan had special status with the USSR for exports and transit transport. Since the break-up of the USSR, transit situation through the CIS States is unknown. Afghanistan signed the TIR Convention 1959 but implementation has been deferred because there is no NGO to issue carnets de passage. It is also a signatory to the Warsaw Convention.	REGIONAL INSTITUTIONS AFFECTING TRADE AND TRANSIT TRANSPORT ECO

LAND-LOCKED COUNTRY PROFILE	BHUTAN

MAP



Size:	47 000 sq.km
Population:	1.6 mn (1991)
KEY SOCIO-ECONOMIC INDICATORS	
Per capita GNP:	$190 (1990)
Growth in p.c. GNP (av p.a.):	7.4% (1980-90)
Export value per capita	n.a.
Import value per capita	n.a.
Population growth p.a.:	2.0% (1960-90)
Women in labour force:	32% (1990)
Adult literacy:	38% (1990)
Infant mortality:	133/thou births (1991)
Life expectancy:	48.9 yrs (1990)
Rural population:	95% (1991)
Distance to the sea	800 km

TRADING

Trade: Until recently, almost exclusively with India

1990-91 Third country trade formed:
10% of exports (mostly to Bangladesh)
17% of imports

Some exports of gypsum to Nepal

Main economic sectors

Agriculture including livestock rearing, tourism, mining & quarrying, light industry.

Special characteristics

- Mountainous and remote
- Small population clustered into a number of valleys

COMPARATIVE IMPORTANCE OF PRINCIPAL TRANSIT ROUTES AND PORTS

Route		
Road	To port of Calcutta, India, via Phuntsoling (Bhutanese/Indian border)	Mostly third country imports
	To Bangladesh via Burimari (Bangladesh/Indian border)	Mostly third country exports (i.e. to Bangladesh)
	To/from Nepal via India	Exports to Nepal & air freighted imports via Kathmandu

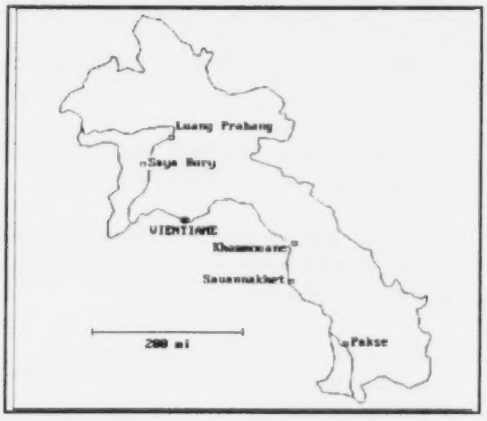
- Virtually no use of rail
- High value third country imports are air freighted to Calcutta and trucked from there. (Paro airport is only suitable for small aircraft.)

BHUTAN (cont.)	
INFRASTRUCTURE FACILITIES Road - Former border crossings east of Phuntsoling are currently closed due to security problems in Assam, causing additional transport costs and congestion. Railways - Limited access to rail : sole Indian railhead in vicinity is accessed through Phuntsoling Airports - Only airport is Paro used by 19 seat prop. aircraft and STOL jets Inland (dry) ports - No dry ports or container depot in or near Bhutan but Bhutan wishes to establish a dry port in Bangladesh.	PROCEDURAL AND OPERATIONAL ASPECTS OF TRANSIT TRANSPORT Transit arrangements with India have greatly facilitated transit traffic particularly with regard to customs documentation and procedures.
REGULATORY FRAMEWORK FOR TRANSIT TRANSPORT - Trade and Commerce Agreement with India (renewed March 1990) - Agreement with Bangladesh on use of port facilities - Bhutan is part of a free-trade area with India and uses a common extreme tariff; thus formalities, procedures and documentation facilities for transit cargo are identical to those used in India - Bhutan is dependent on clearing and forwarding agents in India; no Bhutanese is authorised by Calcutta Port authorities - Both Bhutanese and Indian hauliers carry transit goods; only Bhutanese serve the domestic sector - Bhutan is exploring possibility of using Brahmaputra river to access Bangladesh through India; at present no such agreement exists	

LAND-LOCKED COUNTRY PROFILE

LAO PDR

MAP



Size:	237 000 sq.km
Population:	4.5 mn (1992)

KEY SOCIO-ECONOMIC INDICATORS

Per capita GNP:	$200 (1990)
Growth in p.c. GNP (av p.a.):	0.7% (1980-90)
Export value per capita	$18 (1992)
Import value per capita	$38 (1992)
Population growth p.a.:	2.2% (1960-90)
Women in labour force:	45% (1990)
Adult literacy:	n.a.
Infant mortality:	98/thou births (1992)
Life expectancy:	49.7 yrs 1990)
Rural population:	80% (1992)
Distance to the sea	670 km

PRINCIPAL TRADING FEATURES:
(% by value)

REGIONS

Exports	(1992)	Imports	(1992)
Asia	43.7	Asia	62.8
W Europe	31.7	Japan	13.4
Japan	11.4	China	13.3
N America	8.8	W Europe	4.4
Other	4.4	Other	6.1

COMMODITIES

Exports	(1980)	Imports	(1980)
Food items	30.9	Rice & other food	24.0
Ag raw mats	38.6	Petroleum products	43.8
Ores & metals	22.5	Manuf goods	
Other	8.0	& equipment	32.2

Also electricity not included above

Primarily: Electricity, minerals (tin), timber, coffee

Main economic sectors

Agriculture (rice, cotton, coffee, tobacco, vegetables, maize), timber, tin and gypsum extraction and wood products.

Special characteristics

- Recent transition to market economy
- Conflict-affected over a long period until early 1970s, and still suffering from damaged infrastructure
- Many rivers incl. the Mekong (western border for most of its length).

COMPARATIVE IMPORTANCE OF PRINCIPAL TRANSIT ROUTES AND PORTS

Route and distance:

To Bangkok, Thailand (primary route):

Road	(618 km in Thailand) From Vientiane via ferry	
640 km	at Thanaleng and Nong Khai transhipment point	Main import port from Thailand
749 km	From bridge at Savannakhet via Mukdahan transhipment point	Main export port to Thailand
	Cargoes may travel by road or rail between transhipment points and Bangkok	

To Danang, Vietnam:

Road	980 km from Vientiane)	
	495 km from Savannakhet) (250 km in Vietnam)	Share of transit cargoes not known
River/Road	Via Keng Kabao transhipment point)	

LAO PDR (cont.)	
INFRASTRUCTURE FACILITIES Road (14 093 km :24.1% paved) - Within Lao, sparse highway network and still largely in poor condition from war damage with limited access in rainy season, in part due to lack of bridges; major corridors being improved through donor projects. Railways - No railway on any route except short section near Danang, Vietnam. Inland (dry) ports - Thanaleng Inland waterways - Decreased facilities for inland water transport since 1960s. Thailand: - Mekong River has one new fixed crossing only (15 km from Vientiane) (formerly main export port and still transhipment centre) - Ferries have tortuous crossings in dry season and low capacity - River port facilities inadequate but improving - River not used to transport transit goods along its length but important for domestic traffic Vietnam: - Danang port offers a Lao-controlled customs warehouse	PROCEDURAL AND OPERATIONAL ASPECTS OF TRANSIT TRANSPORT Little history of Lao involvement in clearing and forwarding. Formalities and procedures for import/export and customs clearance are under review. Poor communications on all transit routes, between Thanaleng and Bangkok in particular, making it difficult to monitor transit trade. Formalities and procedures for export/import transactions and customs with a view to simplification and standardisation.
REGULATORY FRAMEWORK FOR TRANSIT TRANSPORT - 1978 Treaty of Transit with Thailand (now under negotiation) allows two routes only. Terms are more restrictive than 1959 Treaty. Joint venture (Thai-Lao) public sector transport operator has monopoly using Thai hauliers. - 1977 bilateral agreement with Vietnam permits Lao trucks to operate inside Vietnam. - Bilateral negotiation is taking place for transit through PR China. - Lao PDR is signatory to: 1965 Transit Convention Warsaw Convention	

LAND-LOCKED COUNTRY PROFILE

MONGOLIA

MAP

Size:	1 567 000 sq.km
Population:	2.3 mn (1992)

KEY SOCIO-ECONOMIC INDICATORS

Per capita GNP:	Est. $3-400 (1992)
Growth in p.c. GNP (av p.a.):	Negative
Export value per capita	$866 (1992)
Import value per capita	$1212 (1992)
Population growth p.a.:	2.7% (1960-90)
Women in labour force:	43% (1990)
Adult literacy:	n.a.
Infant mortality:	62/thou births (1991)
Life expectancy:	62.5 yrs (1990)
Rural population:	47% (1991)
Distance to the sea (shortest & longest from principal towns to main ports):	1 600-6 600 km

Main economic sectors

Agriculture, mining (esp. copper)
Rich mineral resources - potential for coal exports

Special characteristics

- Large but sparsely populated
- High with harsh climate

PRINCIPAL TRADING FEATURES:
(% by value)

REGIONS

Exports	(1992)	Imports	(1992)
E Europe	42.9	E Europe	63.1
China	28.2	China	11.7
Asia	10.6	Asia	5.4
W Europe	8.3	W Europe	6.4
Other	10.0	Other	13.5

COMMODITIES

Exports	(1990)	Imports	(1990)
Minerals & metals	41.7	Machinery & equip	45.1
Raw materials*	30.9	Fuel, minerals, raw materials	26.3
Manufactured consumer goods	15.7	Manufactured consumer goods	14.5
Food products	8.1	Food products	5.6
Other	3.6	Other	8.5

* Notably horsehair

COMPARATIVE IMPORTANCE OF PRINCIPAL TRANSIT ROUTES AND PORTS

Route and distance (from Ulan Bator)	
Rail	
4 428 km	Via Sunbatoulanude and Trans-Siberian railway primarily to Russian Pacific port of Nakhodka
6 596 km	To Russian Baltic port of St. Petersburg
1 580 km	Via Dzami Und and China Railways via Beijing to Chinese port of Tianjin Trend is from using Russian ports to using Chinese port, which is nearer. Little but fast growing use of road for transit transport to PR China.
Road	Use for local trade with Russian Federation only; not for transit trade through Russian Federation
Potential:	
Rail	
4 030 km	Via Beijing to Hong Kong

MONGOLIA (cont.)

INFRASTRUCTURE FACILITIES

Road (46700 km :19.3% paved)
- Internally used for most domestic cargo movements; not in good condition

Railways (1 800 km internally)
- Need for transhipment (with no handling equipment) or change of bogies between Mongolian Railways (USSR broad gauge) and Chinese railways (standard gauge)
- Also problems with single track line capacity and communications
- Shortage of capacity also on single track route through Russian Federation
- Lack of equipment and facilities (esp. for containers) at Ulan Bator railway station; constraint on container turnover and bulk handling (e.g. coal)

Airports
- Lack of hangarage inhibits aircraft maintenance in winter months
- Shortage of fuel in 1991/92 led to cutback in operations
- Ulan Batar airport is being upgraded and runway extended with AsDB funding

Inland (dry) ports
- None in Mongolia outside the container depots on the railway network, although container traffic growing

Inland waterways
- Lake Hovsgol used on trucking route to Russian Federation (ferry in summer, drive on ice in winter)

PROCEDURAL AND OPERATIONAL ASPECTS OF TRANSIT TRANSPORT

- Mongolia is largely reliant on institutions and services in transit countries for logistics and other transit-related services, but growth in indigenous and joint venture freight forwarding capability

- High operating costs due to poor road conditions and use of petrol-engined vehicles (92% of truck fleet)

REGULATORY FRAMEWORK FOR TRANSIT TRANSPORT

- Bilateral agreements with neighbouring countries : PR China (1991) and Russian Federation (1992)

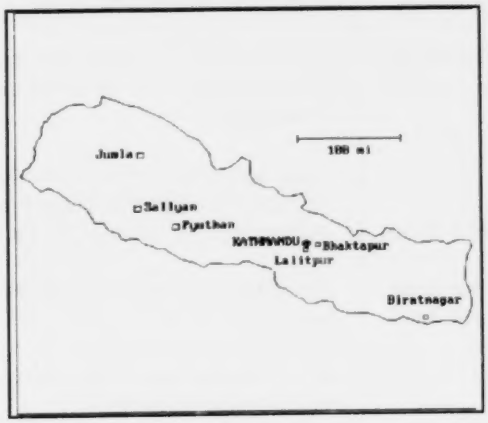
- Rail networks in transit countries also serve as regulatory institutions in absence of road transit transport

- Mongolia is a signatory to: 1965 Transit Convention
  Warsaw Convention

LAND-LOCKED COUNTRY PROFILE

NEPAL

MAP



Size:	141 000 sq.km
Population:	20.6 mn (1992)

KEY SOCIO-ECONOMIC INDICATORS

Per capita GNP:	$180 (1990)
Growth in p.c. GNP (av p.a.):	1.8% (1980-90)
Export value per capita	$17 (1992)
Import value per capita	$38 (1992)
Population growth p.a.:	2.4% (1960-90)
Women in labour force:	34% (1990)
Adult literacy:	26% (1990)
Infant mortality:	90/thou births (1992)
Life expectancy:	52.2 yrs (1990)
Rural population:	88% (1992)
Distance to the sea (shortest & longest from principal towns to main ports):	890-1 100 km

Main economic sectors

Agriculture, industry for import substitution, handicrafts, tourism

Special characteristics

Difficult terrain inhibiting transport operations.

PRINCIPAL TRADING FEATURES:
(% by value)

REGIONS

Exports	(1992)	Imports	(1992)
W Europe	52.9	Asia	52.6
N America	19.6	W Europe	15.2
Asia	25.6	Japan	13.1
Other	1.9	China	7.7
		Other	11.3

COMMODITIES

Exports	(1991)	Imports	(1989)
Ag raw materials	15.7	Food items	10.8
Manuf goods	83.8	Fuels	8.9
Other	0.5	Machinery & equip	25.6
		Chemical products	10.9
		Other manuf.goods	23.5
		Other	20.3

Primarily: Woollen garments & carpets (80% 1992-3) with roots & tubers, pulses, jute products

COMPARATIVE IMPORTANCE OF PRINCIPAL TRANSIT ROUTES AND PORTS

Route	Kathmandu to Calcutta, India (or Haldia, adjacent)	
Road	1 000-1 100 km depending on route	Most commonly used
Road/Rail	Complex choice of railway routes, at three gauges; most significantly:	Rail use in decline
	- Road to border at Birgunj (283 km by longer but newer road) then rail from Raxaul: most commonly 222 km metre gauge plus 484 km broad gauge (transhipment at Muzaffapur)	Main import route
	- Road to border at Biratnagar and across border, then rail from Jogbani: 296 km metre gauge + 484 km broad gauge	Used especially for exports of jute from eastern Nepal
	- Road to Barauni rail junction, India, then broad gauge only	
	Kathmandu to Chittagong, Bangladesh (or Chalna/Khulna)	Very little used
Road/Rail	Road to Jogbani (Nepal-Indian border) then 958 km metre gauge (201 km in India, 757 km in Bangladesh)	
Road	To Khulna - 710 km from Jogbani (Nepal-Indian border)	

Occasional road haulage to Karachi from Western Nepal

Air cargo (while still modest compared to surface modes) is significant, although rates are high

NEPAL (cont.)

INFRASTRUCTURE FACILITIES

Road (7400 km : 40.8% paved)
- 75% in poor to fair condition and limited coverage internally due to terrain, and about half are fair-weather roads only. Extensive use of human porterage.
- Poor roads in Bangladesh enforce use of railways

Railways (small length at Birgunj/Raxaul border only)
- Most routes from border points to port in India include a change of gauge and consequent transhipment
- No container handling equipment at India railheads near border
- Intermittent shortages of rail wagons and locos in Bangladesh and India
- Rail ferry crossing of Jamuna river in Bangladesh is a bottleneck

Port
- Adequate port facilities

Airports
- Kathmandu has inadequate cargo storage and handling equipment

Inland waterways
- Use of Chalna requires five hour barge trip between railhead and port

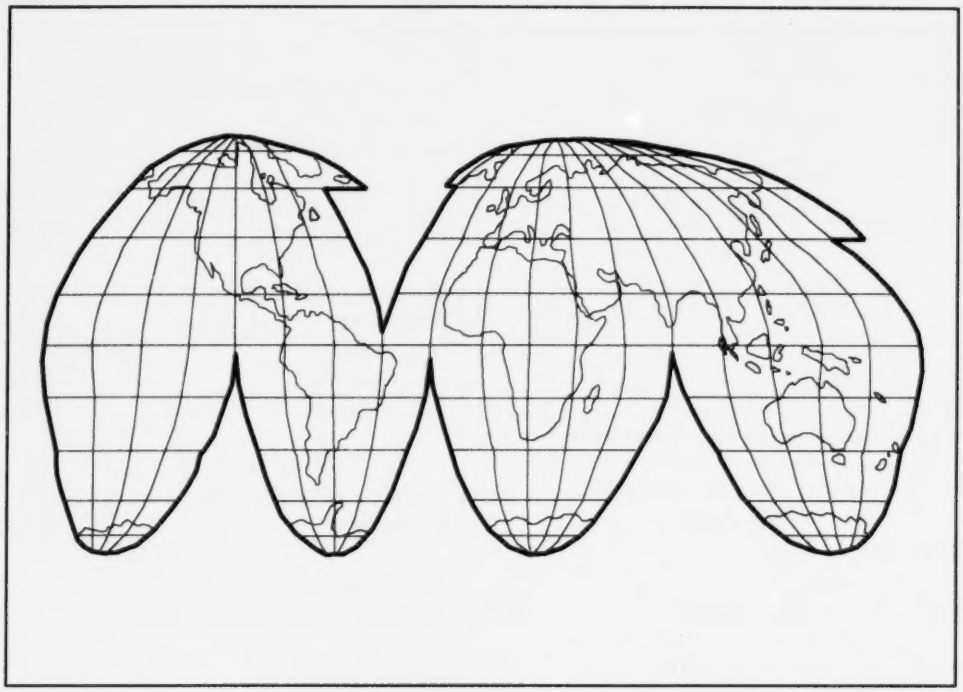
PROCEDURAL AND OPERATIONAL ASPECTS OF TRANSIT TRANSPORT

- Costs of trucking imports up from the Indian border are high due to the terrain and absence of backhauls
- Indian agreement to through movement of containers has been main impetus to growth in trucking of containers from Calcutta
- Calcutta port charges are a large element of transit costs
- Double documentation is disincentive to using routes through Bangladesh
- Truck routes to Bangladesh require transhipment of goods at India-Bangladesh border from/to respective national carriers

REGULATORY FRAMEWORK FOR TRANSIT TRANSPORT

- 14 border crossing points allowed by 1978 Treaty of Transit with India, all with access to India railheads. Calcutta and Haldia are permitted ports under a bilateral port agreement.
- 2 sea ports allowed by 1976 Transit Treaty with Bangladesh and 4 crossing points from Bangladesh into India
- Nepal is signatory to: 1965 Transit Convention
  Warsaw Convention

REGIONAL PROFILE	CIS STATES



LAND LOCKED COUNTRIES

Armenia	) Trans Caucasia
Azerbaijan	)
Kazakhstan	)
Kyrgyzstan	)Central Asian
Tajikistan	) Republics
Turkmenistan	)
Uzbekistan	)

TRANSIT COUNTRIES

Trans Caucasia:	Central Asian Republics:
Georgia	Afghanistan
Islamic Rep. of Iran	Pakistan
Turkey	Islamic Rep. of Iran
Other CIS States	PR China
	Russian Federation
	Other CIS States

SELECTED REGIONAL GROUPING

ECO Economic Cooperation Organization (for members countries, see Regional Profile for Asia, *page 37*)

The 5 Central Asian Republics are discussing the formation of an economic union with common currency.

LAND-LOCKED COUNTRY PROFILE

ARMENIA

MAP

Size:	29,800 sq.km
Population:	3.7 mn (mid 1992)
KEY SOCIO-ECONOMIC INDICATORS	
Per capita GNP:	$780 (1992)
Growth in p.c. GNP (av p.a.):	n.a. (1980-92)
Export value per capita (extra)	$11 (1992)
Import value per capita (extra)	$26 (1992)
Population growth p.a.:	1.4% (1970-91)
Women in labour force:	46% c (1989)
Adult literacy:	n.a. (1990)
Infant mortality:	18/thou births (1991)
Life expectancy:	72 yrs (1990)
Rural population:	32% (1991)
Distance to the sea (shortest & longest from principal towns to main ports):	700-1 000 km

Main economic sectors
Agriculture, industry including machinery

Special characteristics
Conflict affected

PRINCIPAL TRADING FEATURES:
(% by value)

REGIONS (Extra)

Exports	(1992)	Imports	(1992)
W Europe	45.5	N America	37.4
E Europe	28.4	Asia	28.8
N America	13.2	Soc. Asia	15.1
Asia	11.3	W Europe	9.4
Other	1.6	Other	9.3

COMMODITIES (all trade)

Exports	(1992)	Imports	(1991)
Mach building	44.2	Light ind	24.0
Chem prod	24.7	Wood, paper prod	19.0
Metals	14.3	Mach building	17.8
Food industry	9.9	Fuels	12.9
Other	6.9	Metals	9.6
		Other	16.7

PRINCIPAL TRANSIT ROUTES AND PORTS

Rail — Turkey (Istanbul & other ports & facilities)
Iran (Bandar Khomeini, Bandar Abbasa, Bandar Chah-Bahar)
Georgia and onwards to Russia

Road — Via Islamic Rep. of Iran
Via Georgia

Traditional routes through Azerbaijan now interrupted.

INFRASTRUCTURE FACILITIES

Most transport links (and the best maintained) are to main centres of former Soviet economic importance

Road (9 400 km)
- 40% of domestic paved roads in need of repair (1992)

Railways (825 km)

LAND-LOCKED COUNTRY PROFILE

AZERBAIJAN

MAP

Size:	86,600 sq.km
Population:	7.4 mn (mid 1992)

KEY SOCIO-ECONOMIC INDICATORS

Per capita GNP:	$858 (1992)
Growth in p.c. GNP (av p.a.):	n.a. (1980-92)
Export value per capita	$102 (1992)
Import value per capita	$62 (1992)
Population growth p.a.:	1.6% (1970-91)
Women in labour force:	43% c (1989)
Adult literacy:	n.a. (1990)
Infant mortality:	25/thou births (1991)
Life expectancy:	71 yrs (1990)
Rural population:	46% (1991)
Distance to the sea (shortest & longest from principal towns to main ports):	1 000 km

Main economic sectors

Agriculture, industry including machinery, fuel and chemicals

Special characteristics

Conflict affected

PRINCIPAL TRADING FEATURES:
(% by value)

REGIONS (extra)

Exports	(1992)	Imports	(1992)
Asia	49.3	Asia	46.6
W Europe	30.9	W Europe	33.2
E Europe	14.4	E Europe	12.8
N America	5.4	N America	7.3

COMMODITIES(all trade)

Exports	(1992)	Imports	(1992)
Chem prod.	45.2	Food Ind	23.5
Mach building	16.9	Mach. build	22.7
Food industry	15.3	Metals	20.2
Fuels	8.7	Chem prod	12.1
Other	13.9	Light inds	5.7
		Other	15.8

PRINCIPAL TRANSIT ROUTES AND PORTS

Road	Via Russian Federation	
Rail	Via Baku, Georgia then:	- ferry to Turkmenistan
		- ferry to Islamic Rep of Iran
	Armenia - route now blocked	

Main routes are via other CIS States to Baltic, Black Sea or Pacific ports of the former Soviet Union.

INFRASTRUCTURE FACILITIES

Most transport links (and the best maintained) are to main centres of former Soviet economic importance

Road (30 400 km)

Roads in poor repair

Railways (2 100 km)

REGULATORY FRAMEWORK FOR TRANSIT TRANSPORT

Azerbaijan is a signatory to the Warsaw Convention.

LAND-LOCKED COUNTRY PROFILE

KAZAKHSTAN

MAP

Size:	2 717 300 sq.km
Population:	16.9 mn (mid 1992)

KEY SOCIO-ECONOMIC INDICATORS

Per capita GNP:	$1 680 (1992)
Growth in p.c. GNP (av p.a.):	n.a. (1980-92)
Export value per capita (extra)	$88 (1992)
Import value per capita (extra)	$33 (1992)
Population growth p.a.:	1.2% (1970-91)
Women in labour force:	n.a. (1990)
Adult literacy:	n.a. (1990)
Infant mortality:	27/thou births (1991)
Life expectancy:	69 yrs (1990)
Rural population:	42% (1991)

Distance to the sea (shortest & longest from principal towns to main ports): 3 500 km

Main economic sectors

Industry (incl. coal, gas & extraction of metalic ores: iron, bauxite, copper, tin, lead, zinc), agriculture.

PRINCIPAL TRADING FEATURES:
(% by value)

REGIONS (extra)

Exports	(1992)	Imports	(1992)
W Europe	43.9	Soc Asia	43.7
Soc Asia	17.7	W Europe	26.7
E Europe	10.9	E Europe	9.5
Asia	9.3	Asia	9.1
N America	6.7	America	6.3
Other	11.5	Other	4.7

COMMODITIES(all trade)

Exports	(1990)	Imports	(1990)
Metals	19.4	Mach. building	30.9
Unp. Agri prod	18.9	Light industry	18.9
Light Industry	16.4	Food ind	10.5
Fuels	14.3	Fuels	9.9
Chem Prod	11.6	Chemi	9.7
Other	19.4	Other	20.1

PRINCIPAL TRANSIT ROUTES AND PORTS

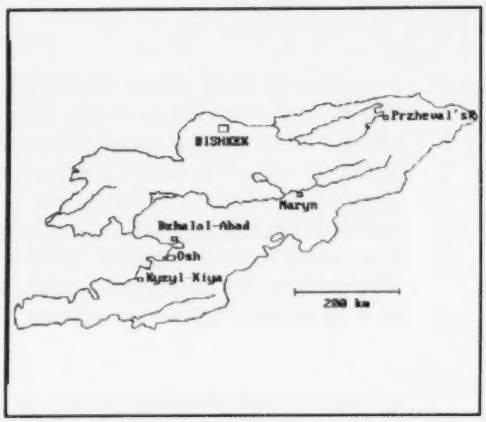
Rail	To Russian Federation
	To PR China
Road	To Russian Federation
	To Islamic Rep. of Iran (via Uzbekistan & Turmenistan)

Main routes are via other CIS States to Baltic, Black Sea or Pacific ports of the former Soviet Union.

KAZAKHSTAN (cont.)	
INFRASTRUCTURE FACILITIES Most transport links (and the best maintained) are to main centres of former Soviet economic importance <u>Road</u> (166 864 km) <u>Railways</u> (14 600 km) Railways suffer from shortage of rolling stock and track needs upgrading.	PROCEDURAL AND OPERATIONAL ASPECTS OF TRANSIT TRANSPORT Rail: - Break-up of the railway network, decentralisation of its administration and division of rolling stock to individual republics causes severe problems with payment for transport services (as republics are no longer linked by a common currency) and maintenance/replacement parts (most of which have to be secured from other republics). Effective 1 May 1994, all payments for inter-republic railway services are to be paid for in advance in convertible currency Road: - It is often necessary for armed guards to be paid to accompany trucks as security en route is of concern - Lack of sub-regional motor insurance policy - Customs administration causes delays with cumbersome manual procedures, numerous forms and complicated payment regulations for trade between Central Asian Republics (CARs) - Exchange Control Regulations inhibit use of multimodal transport documents in documentary credits issued by commercial banks inside CARs - All trade and transport procedures are still paper-based
REGULATORY FRAMEWORK FOR TRANSIT TRANSPORT General: - No transit agreements between CARs. Regulatory environment is procedural rather than legal; procedures could be simplified without major legislative change - No harmonisation of regimes for unimodal transport between CARs (transit, customs and transport) - No harmonisation of trade and transport documentation Rail: - Inter-railway agreements exist but have not been implemented Road: - No harmonisation of motor vehicle insurance	

LAND-LOCKED COUNTRY PROFILE	KYRGYZSTAN

MAP



Size:	198 500 sq.km
Population:	4.5 mn (mid 1992)

KEY SOCIO-ECONOMIC INDICATORS

Per capita GNP:	$820 (1992)
Growth in p.c. GNP (av p.a.):	n.a. (1980-92)
Export value per capita(extra)	$17 (1992)
Import value per capita(extra)	$16 (1992)
Population growth p.a.:	1.9% (1970-91)
Women in labour force:	46% c(1989)
Adult literacy:	n.a. (1990)
Infant mortality:	30/thou births (1991)
Life expectancy:	69 yrs (1990)
Rural population:	62% (1991)

Distance to the sea (shortest & longest from principal towns to main ports): 3 800-10 000 km

Main economic sectors

Mining & manufacturing, electricity generation, agriculture & forestry, services.

PRINCIPAL TRADING FEATURES:
(% by value)

REGIONS (extra)

Exports	(1992)	Imports	(1992)
W Europe	41.8	N America	32.8
Soc Asia	41.2	Soc Asia	23.5
Asia	11.5	W Europe	17.7
Japan	3.5	Asia	13.6
Other	2.0	E Europe	12.1
		Other	0.3

COMMODITIES(all trade)

Exports	(1992)	Imports	(1992)
Mach. building	40.8	Fuels	30.9
Light ind.	24.1	Mach. building	24.1
Metals	11.7	Chemicals	11.0
Fuels	8.1	Metals	9.7
Other	15.3	Light ind.	7.3
		Other	17.0

PRINCIPAL TRANSIT ROUTES AND PORTS

Rail	To Russian Federation
Road	To Uzbekistan/Islamic Rep. of Iran

Main routes are via other CIS States to Baltic, Black Sea or Pacific ports of the former Soviet Union

KYRGYZSTAN (cont.)

INFRASTRUCTURE FACILITIES

Most transport links (and the best maintained) are to main centres of former Soviet economic importance

Road (28 400 km)

Railways (400 km)
- Only one internal rail line (340 kms) as mountainous terrain

Airports
- Fuel shortages led to withdrawal of most international air services in 1993

PROCEDURAL AND OPERATIONAL ASPECTS OF TRANSIT TRANSPORT

Rail:
- Break-up of the railway network, decentralisation of its administration and division of rolling stock to individual republics caused severe problems with payment for transport services (as republics are no longer linked by a common currency) and maintenance/replacement parts (most of which have to be secured from other republics). Effective 1 May 1994, all payments for inter-republic railway services are to be paid for in advance in convertible currency

Road:
- It is often necessary for armed guards to be paid to accompany trucks as security en route is of concern
- Lack of sub-regional motor insurance policy
- Customs administration causes delays with cumbersome manual procedures, numerous forms and complicated payment regulations for trade between Central Asian Republics (CARs)
- Exchange Control Regulations inhibit use of multimodal transport documents in documentary credits issued by commercial banks inside CARs
- All trade and transport procedures are still paper-based

REGULATORY FRAMEWORK FOR TRANSIT TRANSPORT

General:
- No transit agreements between CARs. Regulatory environment is procedural rather than legal; procedures could be simplified without major legislative change
- No harmonisation of regimes for unimodal transport between CARs (transit, customs and transport)
- No harmonisation of trade and transport documentation

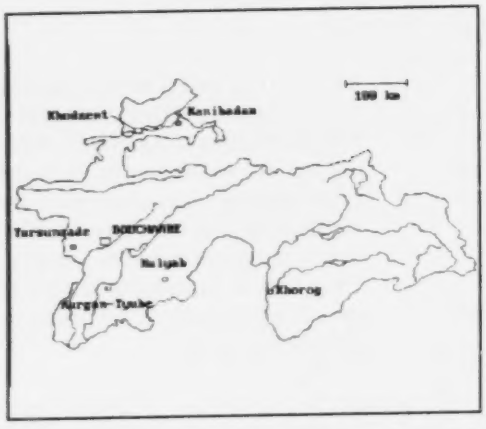
Rail:
- Inter-railway agreements exist but have not been implemented

Road:
- No harmonisation of motor vehicle insurance

LAND-LOCKED COUNTRY PROFILE

TAJIKISTAN

MAP



Size:	143 100 sq.km
Population:	5.6 mn (mid 1992)

KEY SOCIO-ECONOMIC INDICATORS

Per capita GNP:	$490 (1992)
Growth in p.c. GNP (av p.a.):	n.a. (1980-92)
Export value per capita(extra)	$20 (1992)
Import value per capita(extra)	$24 (1992)
Population growth p.a.:	2.9% (1970-91)
Women in labour force:	42% c(1989)
Adult literacy:	n.a. (1990)
Infant mortality:	41/thou births (1991)
Life expectancy:	70 yrs (1990)
Rural population:	70% (1991)

Distance to the sea (shortest & longest from principal towns to main ports): 3 200-10 000 km

Main economic sectors

- Agriculture: esp. cotton, dairy, wheat, horticulture
- Food & raw material processing, incl. clothing, textiles, food oils, tobacco
- Aluminium production
- Hydropower generation

Special characteristics

- Conflict affected
- Very high population growth rate (3%)
- Mountainous

PRINCIPAL TRADING FEATURES:
(% by value)

REGIONS (extra)

Exports	(1992)	Imports	(1992)
W Europe	75.5	W Europe	82.2
E Europe	12.5	N America	9.6
Asia	10.3	Asia	6.0
Other	1.7	Other	2.2

COMMODITIES(all trade)

Exports	(1992)	Imports	(1992)
Metals	68.2	Un Agr.prod	24.2
Mach building	12.7	Fuels	20.7
Light ind.	11.8	Chemicals	15.4
Food ind.	3.0	Metals	11.3
Other	4.3	Mach building	9.5
		Other	18.9

PRINCIPAL TRANSIT ROUTES AND PORTS

Road	Used predominantly
Rail	Via Uzbekistan

Main routes are via other CIS States to Baltic, Black Sea or Pacific ports of the former Soviet Union

TAJIKISTAN (cont.)

INFRASTRUCTURE FACILITIES

Most transport links (and the best maintained) are to main centres of former Soviet economic importance

Road (18 300 km)

- Roads within Tajikistan often impassable in winter
- Plans for Tajikistan/Pakistan Highway discussed in 1994

Railways (500 km)

- Very limited railway system internally as mountainous

PROCEDURAL AND OPERATIONAL ASPECTS OF TRANSIT TRANSPORT

Rail:

- Break-up of the railway network, decentralisation of its administration and division of rolling stock to individual republics caused severe problems with payment for transport services (as republics are no longer linked by a common currency) and maintenance/replacement parts (most of which have to be secured from other republics). Effective 1 May 1994, all payments for inter-republic railway services are to be paid for in advance in convertible currency

Road:

- It is often necessary for armed guards to be paid to accompany trucks as security en route is of concern
- Lack of sub-regional motor insurance policy
- Customs administration causes delays with cumbersome manual procedures, numerous forms and complicated payment regulations for trade between Central Asian Republics (CARs)
- Exchange Control Regulations inhibit use of multimodal transport documents in documentary credits issued by commercial banks inside CARs
- All trade and transport procedures are still paper-based

REGULATORY FRAMEWORK FOR TRANSIT TRANSPORT

General:

- No transit agreements between CARs. Regulatory environment is procedural rather than legal; procedures could be simplified without major legislative change
- No harmonisation of regimes for unimodal transport between CARs (transit, customs and transport)
- No harmonisation of trade and transport documentation

Rail:

- Inter-railway agreements exist but have not been implemented

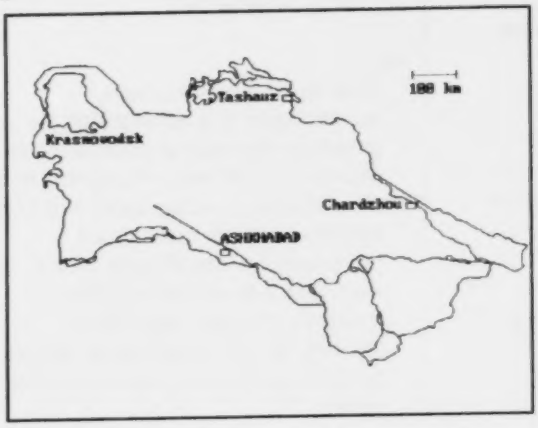
Road:

- No harmonisation of motor vehicle insurance

LAND-LOCKED COUNTRY PROFILE

TURKMENISTAN

MAP



Size:	488 100 sq.km
Population:	3.8 mn (mid 1992)

KEY SOCIO-ECONOMIC INDICATORS

Per capita GNP:	$1 256 (1992)
Growth in p.c. GNP (av p.a.):	n.a. (1980-92)
Export value per capita(extra)	$294 (1992)
Import value per capita(extra)	$139 (1992)
Population growth p.a.:	2.6% (1970-91)
Women in labour force:	45% c (1989)
Adult literacy:	n.a. (1990)
Infant mortality:	47/thou births (1991)
Life expectancy:	66 yrs (1990)
Rural population:	55% (1991)
Distance to the sea (shortest & longest from principal towns to main ports):	3 200-10 000 km

Main economic sectors

- Production and processing of energy resources and cotton (large gas and oil reserves)
- Large reserves of non-ferrous metals

PRINCIPAL TRADING FEATURES:
(% by value)

REGIONS (extra)

Exports	(1990)	Imports	(1990)
E Europe	41.3	W Europe	42.0
W Europe	34.2	E Europe	29.8
Asia	9.2	Asia	10.8
America	7.1	China	6.0
Other	8.2	Other	11.4

COMMODITIES(all trade)

Exports	(1992)	Imports	(1992)
Light ind.	42.3	Mach building	30.3
Fuels	40.0	Light ind	21.8
Chemical prod.	5.5	Food ind.	17.1
Un. agr. prod	5.2	Chemical prod	6.5
Other	7.0	Un Agr. prod.	5.2
		Other	19.1

PRINCIPAL TRANSIT ROUTES AND PORTS

Rail	Via Uzbekistan & Kazakhstan to Russian Federation (Link planned to Iran and thence to Turkey)

Main routes are via other CIS States to Baltic, Black Sea or Pacific ports of the former Soviet Union

TURKMENISTAN (cont.)	
INFRASTRUCTURE FACILITIES Most transport links (and the best maintained) are to main centres of former Soviet economic importance Road (22 600 km) Railways (2 100 km)	PROCEDURAL AND OPERATIONAL ASPECTS OF TRANSIT TRANSPORT Rail: - Break-up of the railway network, decentralisation of its administration and division of rolling stock to individual republics caused severe problems with payment for transport services (as republics are no longer linked by a common currency) and maintenance/replacement parts (most of which have to be secured from other republics). Effective 1 May 1994, all payments for inter-republic railway services are to be paid for in advance in convertible currency. Road: - It is often necessary for armed guards to be paid to accompany trucks as security en route is of concern. - Lack of sub-regional motor insurance policy - Customs administration causes delays with cumbersome manual procedures, numerous forms and complicated payment regulations for trade between Central Asian Republics (CARs) - Exchange Control Regulations inhibit use of multimodal transport documents in documentary credits issued by commercial banks inside CARs - All trade and transport procedures are still paper-based
REGULATORY FRAMEWORK FOR TRANSIT TRANSPORT General: - No transit agreements between CARs. Regulatory environment is procedural rather than legal; procedures could be simplified without major legislative change - No harmonisation of regimes for unimodal transport between CARs (transit, customs and transport) - No harmonisation of trade and transport documentation Rail: - Inter-railway agreements exist but have not been implemented Road: - No harmonisation of motor vehicle insurance	

LAND-LOCKED COUNTRY PROFILE

UZBEKISTAN

MAP

Size:	447 400 sq.km
Population:	21.7 mn (mid 1992)

KEY SOCIO-ECONOMIC INDICATORS

Per capita GNP:	$850 (1992)
Growth in p.c. GNP (av p.a.):	n.a. (1980-92)
Export value per capita(extra)	$41 (1992)
Import value per capita(extra)	$44 (1992)
Population growth p.a.:	2.7% (1970-91)
Women in labour force:	45% c (1990)
Adult literacy:	n.a. (1990)
Infant mortality:	36/thou births (1991)
Life expectancy:	70 yrs (1990)
Rural population:	60% (1991)
Distance to the sea (shortest & longest from principal towns to main ports):	3 200-10 000 km

Main economic sectors

Agriculture:	-	cotton
Industry:	-	processing ag. raw materials - cotton, sheepskins, silk
	-	machinery (ag. & textiles)
	-	chemicals (esp. fertilisers)
	-	metallurgy
	-	aircraft

PRINCIPAL TRADING FEATURES:
(% by value)

REGIONS (extra)

Exports	(1992)	Imports	(1992)
W Europe	51.6E	Europe	37.5
Asia	20.5	W Europe	29.4
E Europe	14.2	Asia	14.3
Soc Asia	5.0	America	6.7
Other	8.7	Other	12.1

COMMODITIES (all trade)

Exports	(1992)	Imports	(1992)
Light ind.	47.9	Fuels	25.5
Mach bldg	15.0	Metals	17.1
Metals	11.9	Food ind.	13.9
Fuels	11.6	Chemical prod	11.0
Chem prod	7.6	Mach building	10.5
Other	6.0	Other	22.0

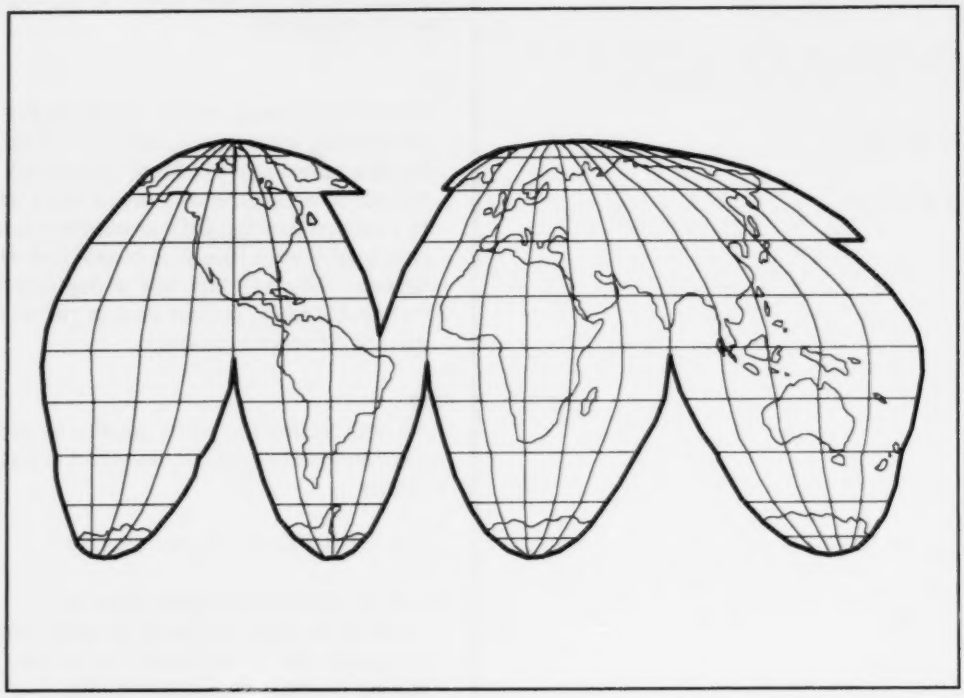
PRINCIPAL TRANSIT ROUTES AND PORTS

Rail	Neighbour CIS States
Gas Pipeline	To Urals (for exports)

Main routes are via other CIS States to Baltic, Black Sea or Pacific ports of the former Soviet Union

UZBEKISTAN (cont.)	
INFRASTRUCTURE FACILITIES Most transport links (and the best maintained) are to main centres of former Soviet economic importance Road (59 700 km) Railways (3 500 km)	PROCEDURAL AND OPERATIONAL ASPECTS OF TRANSIT TRANSPORT Rail: - Break-up of the railway network, decentralisation of its administration and division of rolling stock to individual republics caused severe problems with payment for transport services (as republics are no longer linked by a common currency) and maintenance/replacement parts (most of which have to be secured from other republics). Effective 1 May 1994, all payments for inter-republic railway services are to be paid for in advance in convertible currency Road: - It is often necessary for armed guards to be paid to accompany trucks as security en route is of great concern - Lack of sub-regional motor insurance policy - Customs administration causes delays with cumbersome manual procedures, numerous forms and complicated payment regulations for trade between Central Asian Republics (CARs) - Exchange Control Regulations inhibit use of multimodal transport documents in documentary credits issued by commercial banks inside CARs - All trade and transport procedures are still paper-based
REGULATORY FRAMEWORK FOR TRANSIT TRANSPORT General: - No transit agreements between CARs. Regulatory environment is procedural rather than legal; procedures could be simplified without major legislative change - No harmonisation of regimes for unimodal transport between CARs (transit, customs and transport) - No harmonisation of trade and transport documentation Rail: - Inter-railway agreements exist but have not been implemented Road: - No harmonisation of motor vehicle insurance	

REGIONAL PROFILE	LATIN AMERICA



LAND LOCKED COUNTRIES	TRANSIT COUNTRIES
Bolivia Paraguay	Argentina Brazil Chile Peru Uruguay

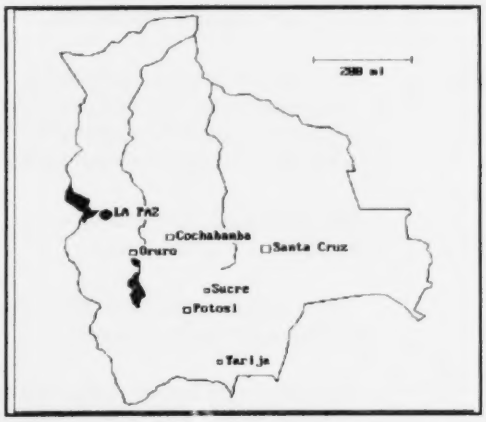
SELECTED REGIONAL GROUPINGS

SELA	Latin American Economic System (Argentina, Barbados, Belize, Bolivia, Brazil, Colombia, Costa Rica, Cuba, Chile, Dominican Republic, Ecuador, El Salvador, Granada, Guatemala, Guyana, Haiti, Honduras, Jamaica, Mexico, Nicaragua, Panama, Paraguay, Peru, Surinam, Trinidad and Tobago, Uruguay, Venezuela)
ALADI	Latin American Integration Association (Argentina, Bolivia, Brazil, Colombia, Chile, Ecuador, Mexico, Paraguay, Peru, Uruguay, Venezuela)
Treaty for Amazonian Cooperation	(Bolivia, Brazil, Colombia, Ecuador, Guyana, Peru, Surinam, Venezuela)
MERCOSUR	Southern Cone Common Market (Argentina, Brazil, Paraguay, Uruguay)
River Plate Basin System	(Argentina, Bolivia, Brazil, Paraguay, Uruguay) designed to further develop and improve the river transport operations along the Parana and Paraguay river and pave the way for more efficient transit traffic

LAND-LOCKED COUNTRY PROFILE

BOLIVIA

MAP



Size:	1 084 000 sq.km
Population:	7.5 mn (1992)

KEY SOCIO-ECONOMIC INDICATORS

Per capita GNP:	$630 (1990)
Growth in p.c. GNP (av p.a.):	-2.6% (1980-90)
Export value per capita	$98 (1992)
Import value per capita	$157 (1992)
Population growth p.a.:	2.5% (1960-90)
Women in labour force:	24% (1990)
Adult literacy:	78% (1990)
Infant mortality:	80/thou births (1992)
Life expectancy:	54.5 yrs (1990)
Rural population:	48% (1992)
Distance to the sea (shortest & longest from principal towns to main ports):	250-2 736 km

Main economic sectors

Agriculture, mining and manufactures

PRINCIPAL TRADING FEATURES:
(% by value)

REGIONS

Exports	(1992)	Imports	(1992)
W Europe	37.9	W Europe	22.6
N America	20.4	N America	23.5
America	39.5	America	37.7
Other	2.2	Japan	12.3
		Other	3.9

COMMODITIES

Exports	(1992)	Imports	(1992)
Food items	13.9	Food items	11.2
Ag raw mats	7.7	Fuels	3.4
Fuels	16.5	Machinery & equip	47.0
Ores & metals	49.2	Other manuf goods	35.7
Manuf goods	12.5	Other	2.7
Other	0.2		

Primarily fuels, tin metal and ore

COMPARATIVE IMPORTANCE OF PRINCIPAL TRANSIT ROUTES AND PORTS

Route	Distance)	Percent share Overall	
From La Paz:			
Road/Rail	581 km to Arica, Chile)	58%	by tonnage
Road/Rail/Lake	To Matarani, Peru)		
Rail	1 214 km to Antofagasta, Chile)		
From Oruco:			
Rail	1 375 km to Antofagusta, Chile (444 km in Chile, 931 km in Bolivia)		
From Santa Cruz:			
Rail	To Santos, Brazil		
Rail	To Argentina		

Bolivia could be served from Brazil (Corumbá-Puerto Suarez) and from Argentina via La Quiaca

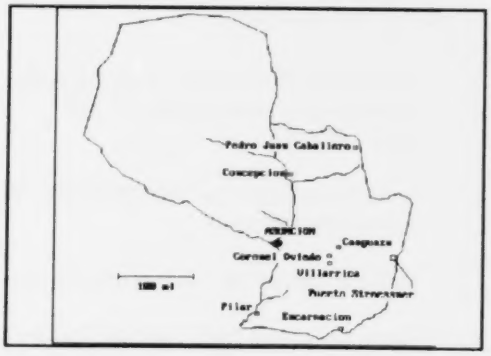
Pipeline to Arica port, Chile

BOLIVIA (contd.)	
INFRASTRUCTURE FACILITIES Road (41 642 km : 4.2% paved) - Road infrastructure very inadequate but road rehabilitation programme underway - Approximately only 4% of roads are paved - Roads damaged due to no axle load limits - No agreed road user charges - Lack of direct road link from Brazil to Bolivia Railways (3 701 km) - La Paz-Arica railway built by Chile and uses mostly Chilean rolling stock. Capacity 300 000T p.a. - Oruro-Antofagasta railway privately owned. Capacity 432 000T p.a. Some carriage of internal Chilean traffic - Limited availabiliy of wagons on rail links with Chile - Handling equipment at ports in Chile reported to be poor - High transit costs to/from ports and inland destinations due to poor infrastructure facilities - Poor facilities for weighing of trains before departure - S. American railways: incompatiblities with infrastructure and rolling stock, also low speeds (12 km/h in Paraguay), whereas trucks can do 50 km/h. The S. American Integrated Railway Project will link Atlantic Pacific coasts and 16 000 km of railway, mainly using existing lines; this will include Buenos Aires, Argentina to La Paz, Bolivia (3 451 km) and La Paz to the ports of Arica & Antofagasta in Northern Chile (444 km) on the Libertadores Corridor, and Santo & Sao Paulo in Brazil to Santa Cruz de la Sierra, Bolivia (4 215 km) with a 503 km road link to Cochabamba for the railhead for La Paz on the Central Transcontinental Corridor.	PROCEDURAL AND OPERATIONAL ASPECTS OF TRANSIT TRANSPORT - Serious problems due to customs and transit documentation procedures, however, UNDP has reviewed the system and proposals for change have been made - Cumbersome SGS procedures for verification of imported goods - Limited availability of qualified personnel to deal with customs administration - Integrated Transit System - introduced in April 1975 to streamline all procedural and documentary operations related to the movement of transit cargo through Chilean ports
REGULATORY FRAMEWORK FOR TRANSIT TRANSPORT - 1904 Treaty of Peace & Friendship with Chile grants Bolivia rights for commercial transit through all its ports - La Paz-Arica railway used exclusively for Bolivian traffic - Convention on Transit (1937) - River transport agreement with Paraguay, Argentina, Brazil and Uruguay - Convention on International Surface Transport (1989) (countries of the "Cone Sur": road and rail transport) - Bolivia is a signatory to: - GATT - the Hague Convention	ALADI SELA

LAND-LOCKED COUNTRY PROFILE

PARAGUAY

MAP



Size:	397 000 sq.km
Population:	4.5 mn (1992)
KEY SOCIO-ECONOMIC INDICATORS	
Per capita GNP:	$1 090 (1990)
Growth in p.c. GNP (av p.a.):	-1.3% (1980-90)
Export value per capita	$145 (1992)
Import value per capita	$315 (1992)
Population growth p.a.:	2.9% (1960-90)
Women in labour force:	41% (1990)
Adult literacy:	90% (1990)
Infant mortality:	28/thou births (1992)
Life expectancy:	67.1 yrs (1990)
Rural population:	51% (1992)
Distance to the sea (shortest & longest from principal towns to main ports):	1 043-1 935 km

Main economic sectors

Agriculture including livestock, manufacturing

PRINCIPAL TRADING FEATURES:
(% by value)

REGIONS

Exports	(1992)	Imports	(1992)
W Europe	35.9	W Europe	15.0
N America	5.5	N America	14.2
America	53.1	America	43.4
Other	5.5	Japan	12.3
		Other	15.1

COMMODITIES

Exports	(1992)	Imports	(1992)
Food items	47.1	Food items	13.1
Ag raw mats	37.1	Fuels	13.6
Manuf goods	15.2	Machinery & equip	39.3
Other	0.6	Other manuf goods	32.7
		Other	1.3

Primarily cotton, soya beans and fresh bovine meat

COMPARATIVE IMPORTANCE OF PRINCIPAL TRANSIT ROUTES AND PORTS

	Percent share		
	Imports	Exports	
Road	32%	59%	by tonnage
Rail	2%	4%	by tonnage
Water	66%	37%	by tonnage

From Asuncion (main point of import):

Road
- Via Cuidad del Este to the seaport of Parangua (Brazil) - important for agricultural exports
- To Buenos Aires (Argentina) along the Paraguay River
- To Rio Grande (Brazil) via Argentina
- To Nueva Palmira (Uruguay)
- To Valparaiso or Antofagasta (Chile) via Argentina

Water
- Via the Rio de la Plata to Buenos Aires

From Ciudad del Este:

Water
- Via the Parana/Paraguaz/Rio des la Plata rivers to Buenos Aires

From Encarnacion:

Rail
- To seaport of Rio Grande (Brazil)
- To seaport of Nueva Palmira (Uruguay)
- To Zarate or Rosario (Argentina)

Total air cargo Asuncion 1989 = 3 150T (mainly imports)

PARAGUAY (cont.)	
INFRASTRUCTURE FACILITIES Road (14 783 km : 13.5% paved) - Inadequate axle road regulations and enforcement resulting in poor road conditions Railways (441 km) - Paraguay is served by rail from Brazil (3% of Brazil's railway traffic), and from Argentina (via Posadas and Encarnación) - Urgently in need of rehabilitation - Extremely limited availability of rail equipment and wagons - S. American railways: incompatiblities with infrastructure and rolling stock, also low speeds (12 km/h in Paraguay), whereas trucks can do 50 km/h. The S. American Integrated Railway Project will link Atlantic Pacific coasts and 16 000 km of railway, mainly using existing lines Inland waterways - Tolls on waterway to Buenos Aires - Within Argentina: Change of navigational crews - Inadequate facilities and storage at ports	PROCEDURAL AND OPERATIONAL ASPECTS OF TRANSIT TRANSPORT - Requirement for introduction of internationally aligned customs documentation for both imports/exports - Limited availability of qualified personnel to deal with customs documentation - Delays at borders due to lack of customs officials - Centre for External Trade Facilitation has led to improved documentation procedures
REGULATORY FRAMEWORK FOR TRANSIT TRANSPORT - Paraguay has free ports in Argentina, Brazil, Chile and Uruguay - Contracting party to the Treaty of Asuncion to provide greater scope for movement of goods and establish a more flexible legal regime for external trade flows - Convention on International Surface Transport (1989) (countries of the "Cone Sur": road and rail transport) - Paraguay is a signatory to: - the Hague Convention - the Warsaw Convention	REGIONAL INSTITUTIONS AFFECTING TRADE AND TRANSIT TRANSPORT MERCOSUR ALADI SELA